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Franchises, Rights of Way and Personal Property. The mortgage is made to the Farmers' Loan and Trust Company of New York, as Trustees.

The Bondholders are amply protected by the terms of the Mortgage Deed, which prohibits a sale of the Company's lands at less than four (\$4) dollars per acre, and a release of the lien of this Mortgage upon any portion sold until the purchase money is paid to the Trustees, who are authorized to apply the same to the payment of these Bonds, either by purchase or to the Sinking Fund, for their redemption at maturity. This will more than extinguish the debt and leave the railway and equipments free. The security for the payment of these Bonds is therefore beyond all contingency.

Holders of 5-20s, and especially those who do not desire to be paid off at the Treasury Department, can now exchange their Governments for these Bonds at a good and substantial profit.

The location of the line of the St. Joseph and Denver City Railroad is a commanding one, from the fact that it is a practical extension westwardly of the Hannibal and St. Joseph, the next Land Grant road after the Illinois Central. The St. Joseph and Denver City Railroad is fed at its eastern terminus (St. Joseph) by railway lines coming direct from Hannibal, St. Louis, Chicago, and local roads converging at St. Joseph. Its business is therefore secured. Its connection with the Union Pacific road opens up the through middle route across the Continent, and is of national importance. This is reflected in the fact that the quantities of letters and telegrams which we have received during the few days the Bonds have been for sale, applying for these securities, indicate the quick response of the American people in support of internal improvements, while at the same time they make a good investment.

Price for the present, 97½ and accrued interest in currency.

Circulars, maps, pamphlets, documents, &c., furnished upon application.

Expressage relating to the Bonds free. Marketable Securities received in exchange.

We have been at great expense in the examination of this property and the bonds, and are satisfied, the investments in this Loan will not only

be safe but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

**TANNER & CO., Bankers,
No. 11 Wall Street.**

Blue Ridge (S. C.) Railroad Securities.

Among the matters of local finance which was before the South Carolina Taxpayers' convention held last May was the question of the validity of \$4,000,000 of bonds of the Blue Ridge railroad, endorsed in the name of the State, of which \$3,100,000 have been issued by the company and pledged as collateral security. The convention referred the question to Messrs. Porter & Conner, of Charleston, and Hon. James Chesnut, of Kershaw, for their legal opinion, which has now been rendered. They say that the conditions upon which the bonds were to be used have not been complied with, that the action of the company in pledging the bonds was in violation of law, and that it is a very serious question whether the State is liable for the bonds thus illegally used.

Chicago, Danville and Vincennes Railroad.

The construction of this important road is rapidly approaching completion, the track being already laid to within 20 miles of Danville.

A very large force is at work upon the remainder of the line; the iron is upon the ground; ties, splice bars, spikes, &c., are distributed on each unfinished mile, and if the weather is favorable, the contractors are confident of their ability to lay the "last rail" by the 10th of September.

Active measures are being taken to construct the Peachbottom railroad with the narrow gauge between the Susquehanna river and Oxford. A stock basis of \$75,000 is required for this. The subscriptions already reach \$3,000 per mile, and it is estimated that an increase to \$4,000 will warrant the commencement of the enterprise. It is to make a connection with this route, that the building of the Wilmington and Western railroad is urged forward.

Atlantic and Great Western Railway.

Communications announce the final rescue from danger of this property, representing a total of 13,000,000\$, of which the largest proportion is held in England and on the Continent. The line (510 miles in length) forms one of the grand outlets to the West, but its access to New York being by the Erie, with which it is connected at Salamanca, it had fallen under the control of the directors of that concern, owing to an agreement entered into with them at a time before it was known that any such agreement meant simply ruin. Mr. James McHenry, the president, has, however, incessantly labored in the interest of all concerned to wrench it from these hands, and, with unflinching financial support from Messrs. Bischoffsheim and Goldschmidt, his sagacity has resulted in complete success. As the line runs in its course through three States—New York, Pennsylvania, and Ohio—a legal battle had to be fought in each. About a fortnight back news was received of the redemption of the New York section. A week later a similar announcement came with regard to the Pennsylvania section, and to day the final notification has arrived concerning that of Ohio. A process of foreclosure in the several States has enabled the property to be bought in for the rightful owners, and now their trustees—General McClellan, Senator Thurman, and Mr. W. B. Duncan (Duncan, Sherman, and Co.) have possession of the whole, including lands, lines, rolling stock, and assets of every description. To reorganize and develop all its resources is their only remaining task, and meanwhile, after the instances incessantly recorded from New York during the past few years of judicial corruption and shameless brigandage, it is a matter of rejoicing, in which all the respectable classes in America will heartily share, to record the consummation that has in this case been achieved.—*London Railway Times*, Aug. 5.

Hannibal and St. Joseph Railroad.

The receipts from traffic for the years ended August 31, 1869 and 1870, were as follows:

1869.	1870.
Passenger traffic....	\$1,153,632 37
Freight do.	1,565,128 56
Mail and miscel....	122,916 39
Kansas City Bridge— tolls and rents....	320 15
Total....	\$2,841,997 47
88	\$3,340,224

The expenditures on account of operating and repairs were:

Train service....	\$109,528 98	\$147,134 28
Station do.	174,460 85	189,825 24
Water do.	18,902 87	21,314 02
Engine do.	112,481 78	148,392 97
Car do.	24,327 38	42,960 65
Mail	2,875 00	2,833 27
Loss & dam'ge(f'ret)	20,802 91	11,455 03
Do. Do. (stock)	55,727 05	57,610 61
Stationery & printing	27,017 82	25,431 81
General expenses....	99,971 76	90,411 64
Taxes	46,743 16	51,587 44
Foreign agencies....	55,104 73	70,289 17
Roads, bridges and fences (repairs)....	617,672 22	609,871 53
Buildings (repairs)...	33,382 71	36,168 02
Locomotives (repairs)	163,313 30	205,734 72
Cars—pass. and bag- gage (repairs)....	64,768 26	62,928 68
Cars—fr't (repairs)	148,046 86	128,753 93
Cars—road (repairs).	5,366 97	5,741 76
Oil and waste....	21,626 83	34,355 15
Fuel	119,083 32	152,636 67
Telegraph	24,931 04	31,036 10
Kansas City Bridge..	1,697 96	11,484 66
Miscellaneous.	47,999 47	109,101 16
Transfer	52,364 31	.....
Total....	\$2,078,188 55	\$2,240,558 01

Net earnings....

\$763,813 92 \$1,009,666 87

The following amounts were expended in construct'n & equipm't. \$1,090,934 52 \$831,268 85

The aggregates of the value accounts for the last seven years sum up as follows:

	Construct.		
Earnings.	Expenses.	Profits.	tion, &c.
1863-64. 1,788,034	1,155,660	632,374	215,416
1864-65. 2,135,872	1,872,035	263,837	470,073
1865-66. 2,359,018	2,200,503	158,509	627,160
1866-67. 1,716,270	1,427,998	288,272	362,248
1867-68. 2,184,168	1,371,652	812,516	421,018
1868-69. 2,841,997	2,078,184	763,813	1,009,935
1869-70. 3,340,225	2,240,558	1,099,667	831,268

Total... 16,365,579 12,346,590 4,018,988 4,018,114
An. av... 2,337,940 1,763,799 574,141 574,016

The amounts of money used in construction and equipment for the seven years was as follows:

New freight cars.....	\$922,202 96
New passenger and baggage cars...	306,978 57
New locomotive engines.....	826,382 83
Repairs of locomotives used on road work.....	62,439 59
New buildings.....	323,817 86
Roads, bridges and fences.....	1,377,182 61
Station service.....	152 00
Water service.....	11,751 76
Engine service.....	53,340 73
Repairs of road cars.....	50,370 73
Oil and waste.....	7,857 54
Fuel.....	45,110 91
Miscellaneous.....	30,525 54

Total..... \$4,018,113 63

As at present organized the roads of the Hannibal and St. Joseph company consists of a main line extending from St. Joseph to Hannibal, 207 miles. At the first named point connecting with the St. Joseph and Denver City Railroad, already in operation to Marysville, Kansas, and in rapid progress to Fort Kansas, Neb., where it will unite with the Union Pacific Railroad; and with the Kansas City, St. Joseph and Council Bluffs Railroad, which traverses the Missouri Valley in Missouri and Iowa from Kansas City to Council Bluffs, Omaha and Sioux City. At Hannibal the east terminus of the main line it connects with the Hannibal and Naples Railroad and through it with the Toledo, Wabash and Western Railroad and the whole net work of eastern lines to the Atlantic ports. At Palmyra a branch 15 miles in length extends to Quincy, at which point a magnificent bridge spans the Mississippi, and enables this road to connect with the Chicago lines as well as the Toledo, Wabash and Western Railroad, &c. From Cameron to Kansas City, 53 miles, another branch projects, and crossing over the Missouri River on the new bridge (owned by this company) connects with the Kansas Pacific and the numerous other railroads forming the southwestern system, reaching to New Mexico and the Gulf of Mexico. A glance at the map will at once impress the mind that the roads of this company, from their geographical position, will secure to them a very important share of the transcontinental trade and travel and almost a monopoly of a wide breadth of country on both sides of them.

The equipment of the road at the close of the fiscal year 1869-70 was as follows: Locomotive engines (10 added in year), 79; Coaches in good condition (8 new) 30; smoking cars, 4; coaches (old), 8 and used as way cars 5—47; mail and ex-

press cars (12-wheel), 8; mail and baggage 1, and baggage (28 feet) 3—7. Freight cars—grain and merchandise, 162; combination, 643; open stock, 124; platform, 233; coal, 85—1,247. Also, dump cars 26, hand cars, 70, way cars with freight trains 26—122. The sleeping car equipments, formerly owned by the company, was disposed of to the Pullman Palace Car company November 1, 1869. The increase in the freight equipment in 1869-70 was 410 cars, of which 110 were manufactured at the Hannibal shops. Additional engines and cars are called for.

The operations of the company in 1868-69 and 1869-70 compare as follows:

PASSENGER TRAFFIC.

Westward:	1868-69.	1869-70.
Local passengers....	133,154	149,266
" mileage	5,882,780	6,055,482
" revenue	\$309,386 85	\$281,778 32
Through passengers.	35,179	49,609
" mileage	7,744,186	10,908,941
" revenue	\$328,341 65	\$441,711 62
Total passengers....	168,333	198,876
" mileage	13,268,866	16,974,423
" revenue	\$637,738 51	\$723,489 94

Eastward:

Local passengers....	123,351	137,079
" mileage	5,475,654	5,985,882
" revenue	\$276,288 57	\$262,746 81
Through passengers.	24,048	23,387
" mileage	5,288,245	6,263,222
" revenue	\$239,505 29	\$271,988 44
Total passengers....	147,399	165,467
" mileage	10,763,899	12,249,104
" revenue	\$515,893 86	\$534,735 25

East and west:

Passengers.....	315,733	364,343
" mileage..	24,890,765	29,223,527
" revenue..	\$1,153,632 37	\$1,258,225 25

The average rate of fare per mile (cents) was in 1868-69 4.73, and in 1869-70, 4.30%. This shows that while the passenger mileage has increased 20 per cent., the earnings therefrom have been increased scarcely 9 per cent.

FREIGHT TRAFFIC.

West:	1868-69.	1869-70.
Tons carried.....	253,195	302,175
Tons one mile.....	32,886,232	54,155,246
Revenue.....	\$1,204,199 51	\$1,465,741 47

East:

Tons carried.....	110,768	109,656
Tons one mile.....	11,396,174	16,703,608
Revenue.....	\$560,929 05	\$416,329 39

West and East:

Tons carried.....	363,963	411,831
Tons one mile.....	44,282,406	70,858,854
Revenue.....	\$1,565,128 56	\$1,882,070 86

These figures show an increase of 65 per cent. in tons carried one mile westward while the earnings have been increased but 21 1/4 per cent.; and an increase of 46 per cent. in tons one mile eastward, with an increase in earnings of but 15.4 per cent.

The cattle, hogs and lumber traffics in the two last years compare as follows:

1868-69. 1869-70.	
Cattle.....	59,729 84,433
Hogs.....	116,116 89,315
Lumber, M.t	62,763 102,179
Inc.	89,416=60 p.c.

The shipments from Hannibal and Quincy in 1869-70 amounted to 62,328 and 15,894 respectively, or in total 78,222 tons. In the previous year they were 43,710 and 12,383, or a total of 56,093 tons. Increase for Hannibal, 18,618 tons,

or 40 per cent., and for Quincy 8,511 tons, or 30 per cent.

The following is a summary of the general operating account (receipts and expenditures) for the seven years from September 1, 1863 to August 30, 1870:

Passenger receipts	\$6,174,953	08
Freight do	9,112,901	64
Miscel. do	946,542	38
Military account	171,724	43
Kansas City bridge, rents and tolls	67,484	96
Missouri river packets (net)	211,827	86
Capital stock	957	00
Interest, discount & exchange (net)	11,171	24
Lots and lands sold	1,281	95

Total	\$16,698,944	54
Operating expenses	\$16,325,082	38
Land department	224,074	82
Sundries	140,970	15
Cash & cash assets	8,817	19

16,698,944 54

Distributed to the years embraced, viz: Sept. 1, 1863 to August 31, 1870 the receipts were as follows:

Passenger.	Freight.	Miscellaneous.	Military.	K. City Bridge.	Packet.	* P. R. R.
1863-'64	\$487,801	41	\$1,104,527	27	\$107,724	46
1864-'65	794,617	03	1,159,609	12	166,250	24
1865-'66	981,860	20	1,362,067	18	168,323	71
1866-'67	701,943	69	918,497	74	121,161	02
1867-'68	886,992	1	1,206,809	80	115,576	25
1868-'69	1,155,618	53	1,568,797	31	137,899	53
1869-'70	1,216,125	11	1,797,593	22	129,606	17

\$6,174,953 08 \$9,112,901 64 \$946,542 38 \$171,724 43 \$67,584 96 \$211,827 86

In the same period of seven years the expenses and other disbursements were as follows:

Land Dep't.	Sundries (7 years):
Expenses, &c.	
Land Dep't.	
1863-'64	\$1,351,246
1864-'65	2,287,891
1865-'66	2,720,012
1866-'67	1,917,617
1867-'68	1,689,824
1868-'69	8,062,284
1869-'70	5,281,554

\$1,351,246 16 \$10,917 98

8,062,284 04 24,755 77

5,281,554 40 8,817 19

\$16,325,082 38 \$224,074 82

State bonds at 20 years	\$1,500,000	00
State bonds at 30 years	\$1,500,000	00
	\$8,000,000	00

Capital stock 41,517 shares	4,151,700	00
Preferred stock * 50,872,24 shares	5,087,224	00
Six year 10 p. c. mortgage bonds	\$69,000	00

Three year notes	810,000	60
Two year notes	1,024,300	00
Fifteen yr 8 p. c. bonds	1,209,500	00

Quincy and Palmyra R. R. bonds	500,000	00
Kansas City and Cameron R. R. bonds	1,200,000	00
	4,812,800	00

Land fund, cost of securities purchased and cancelled by the trustees and delivered to the company	2,273,640	38
New mort. land bonds	\$1,503,700	00
New mort. conv. bonds	5,600	00

Balance of account	1,509,300	00
	631,279	80

Total	\$21,465,944	18
Construction, Sept. 1, 1863	\$6,141,845	70
Construction, 1863 to 1870	1,525,945	16

	\$7,667,790	86
Equip., Sept. 1, 1863	\$744,827	15
Equip., 1863 to 1870	2,055,564	36

	2,800,391	51
Engineering, Sept. 1, 1863	192,614	35
Fencing	119,151	94

Expenses and contingencies	431,618	14
Telegraph	17,156	44
Depot grounds, &c. (net)	115,145	05

Depot buildings, offices, &c.	519,004	84
Right of way	59,897	24
Interest Sept. 1, 1863. \$4,981,807	76	

Interest (net) June	1,461,809	00
	6,448,116	76
Q. and P. R. R. and cost of approach to Quincy bridge	339,703	97

Kansas City and Cameron R. R. and bridge	2,240,694	56
Land debt, Sept. 1, 1863. \$92,906	19	
Land debt, 1863 to 1870	244,992	47

	337,898	66
State sinking fund	1,900	00
Fiscal agency account	179,865	83

Total	\$21,465,944	16
The Land Department Account stood as follows at the close of the fiscal year 1869-70:		
Sales of 467,126.60 acres of land	\$4,818,582	02

Sales of 936 village lots	130,965	67
Interest to maturity of contracts	1,208,377	51

The amounts paid are	\$6,157,925	20
Principal	\$2,127,125	17
Interest (direct)	479,189	38

Interest (additional)	16,266	03
	2,622,580	58
Unsettled payments on contracts including interest to maturity	\$3,473,172	33

The receipts paid on account of sales and interest have been disposed of as follows:		
For \$220,500 old land bonds and interest	\$236,821	65
For \$172,500 new land bonds and interest	175,103	07
For 1,457.12 shares pref. stk. @ \$8 1/2	121,426	67
Remittances to trustees	2,090,085	90

Total	\$2,622,937	29
* This stock is entitled to 7 p. c.; and any surplus after dividing 7 p. c. to both capital and preferred stocks, is to be divided equally between the two classes of stock.		

The trustees' account Dec. 31, 1869, shows purchase of \$1,669,450 of new bonds, costing	\$1,740,788	99
Premiums of exchange &c.	\$1,865	60
Incidental exp. &c.	966	48

Salaries of three trustees	25,000	00
	27,632	28
Remittances, as above.	\$2,090,085	90

Interest and premium.	12,780	72
	\$2,102,846	62
Balance of trustees' account.	884,225	35

Total \$2,102,846 62

The following directors were elected November

7, 1870:

James F. Joy, Detroit, Mich.; Nathaniel Thayer, Sidney Bartlett, John A. Burnham, H. H. Hume, well, and James H. Blake, Boston, Mass.; James Craig, St. Joseph, Mo.; John V. L. Pruy, Albany, N. Y.; and William H. Neilson; New York city.

President.—JAMES CRAIG, St. Joseph, Mo.

Chairman of Board.—JAMES F. JOY, Detroit, Mich.

Treasurer of Fiscal Agency.—R. S. WATSON, Boston, Mass.

Secretary and Treasurer.—JOHN L. LATHROP, Hannibal, Mo.

Sup't and Chief Engineer.—GEORGE H. NETTLETON, Hannibal, Mo.

Land Commissioner.—EDWARD WILDER, Hannibal, Mo.

Fiscal Agency, Boston, Mass.

General Office, Hannibal, Mo.

Vera Cruz and Mexican Railway.

A further portion of the line of the Mexican Railway Company, between Apizaco and Vera Cruz, has been opened for traffic; and Mr. Mills, the general manager, has just reported to the London Directors that the Company is now carrying all the goods forwarded from Vera Cruz in the direction of the capital, Mexico. Between Vera Cruz and Paso del Macho, the distance is 47 miles; the carters, who formerly carried by the ordinary route, now use the line exclusively, and it is found that the same is the case with every additional mile that is opened. The line is gradually obtaining the entire traffic, both goods and passengers, of the country. It will shortly be opened to Cordova, and then the receipts from the passenger traffic will considerably increase, as the merchants and principal inhabitants of Vera Cruz will remove their families up the country in that direction during the hot season. The opening to Cordova was expected to take place about the middle of last month. Meanwhile, the receipts of the Vera Cruz section, during the first four months of the year, amounted to 98,728 dollars, against 67,687 dollars in the corresponding period of 1870.

Chesapeake and Ohio Railroad.

The corrective survey of the Ironton, Portsmouth and Cincinnati railroad has been completed and the result, accompanied by profile maps, estimate of cost of construction, &c., will be laid before the officers of the Chesapeake and

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna* 100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven 100	4,796,925	J. A. & J.	July '71 3	Portl., Saeco & Portsm'th* 100	\$1,500,000	J. & D.	June '71 5
American Central* 100	800,750	J. & J.	July '69 5	Hannibal and St. Joseph 100	4,151,700	Do	Aug '70 3	Ports, Gt. Falls & Conway 100	170,000	J. & J.	July '71 4
Atlanta and West Point* 100	1,232,200	J. & J.	July '70 4	Do	6,078,224	Do	Aug '70 7	Providence & Worcester 100	2,000,000	J. & J.	July '71 5
Atlanta & N. Carolina* 100	5,545,225	Do	Do	Hanover Branch, Pa. 50	116,860	M. & N.	May '71 5	Raleigh and Gaston 100	Do	Do	July '71 6
Atlanta & Gt. Western* 50	25,919,923	Do	Do	Housatonic 100	820,000	Do	Do	Rensselaer and Saratoga 100	6,000,000	A. & O.	Oct. '70 3
" " " pref. 50	1,919,000	Do	Do	" pref 100	1,180,000	J. & J.	July '71 4	Richmond and Danville 100	4,000,000	Do	Do
Atlantic & St. Lawrence* 100	2,494,900	M. & S.	Mar. '71 2	Huntingdon & B'd Top 50	615,950	J. & J.	Jn. '69 3	Richmond and Petersb'g 100	847,100	Do	Do
Augusta and Savannah 100	733,700	J. & J.	Jan. '70 3	Illinoia Central* 100	212,350	J. & J.	Jn. '69 3	Rich, Fred, and Potomac 100	1,041,500	Do	Do
Baltimore and Ohio* 100	13,151,962	A. & O.	Apl. '71 4	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '67 4	Rockport 100	88,460	Do	Nov. '67 2
Do. Washington Br. 100	1,650,000	A. & O.	Apl. '71 6	Jefferson, Mad. & Ind. 100	2,000,000	Do	Jan. '63 5	Rome, Water, and Og'n'lb. 100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger* 670,000	1,250,000	A. & O.	Apl. '68 3	Joliet and Chicago* 100	1,600,000	J. A. & J.	July '71 14	Rutland preferred 100	1,821,400	F. & A.	A'g '71 3
Bay de Noquet & Marq. 100	600,000	J. A. & J.	July '71 1	Lake Shore & Mich. So. 100	300,000	J. & J.	July '71 4	St. L. Alt. and T. Haute 100	2,300,000	Do	Do
Belvidere Delaware 100	995,800	Do	Do	" " " guar. 100	535,500	F. & A.	Aug. '71 3	St. L. Jack'n'v. and Chie'o' 100	2,478,750	Do	Do
Berkshire* 100	600,000	J. A. & J.	July '71 2	Lackawanna & Bloomsb'g 50	1,335,000	F. & A.	Aug. '71 3	Sandusky and Cincinnati 100	2,089,000	Do	Do
Blossburg & Corning* 50	250,000	J. & D.	Jun. '71 2	Leeds and Farmington* 100	Do	J. & J.	July '71 3	Sand, Mansf. and Newark 100	905,222	M. & N.	May '71 3
Boston and Albany 100	19,150,800	M. & N.	May '71 5	Lehigh and Mahanoy* 50	2,158,565	J. & J.	Jan. '69 2	Savannah and Charleston 100	1,000,000	Do	Do
Boston and Chelsea 100	110,000	M. & N.	Apl. '71 4	Lehigh Valley 100	8,739,800	M. & N.	M'y. '67 5	Schuylkill and Susquehna' 50	1,289,150	Do	Do
Boston, Concord & Mont. 100	450,000	Do	Do	Lehigh Luzerne 100	344,650	J. & J.	July '71 24	Second and Third St. (Ph.) 50	203,757	J. & J.	July '71 5
Do. do. prof. 100	1,340,400	M. & N.	May '71 3	Little Miami* 100	3,572,400	M. J. S. D.	Jan. '69 4	Schuylkill Valley 100	576,050	J. & J.	Jan. '71 2
Boston and Lowell 500	2,215,000	J. & J.	July '71 4	Little Schuylkill* 100	2,646,100	J. & J.	June '71 2	Seaboard and Roanoke 100	868,200	M. & N.	Nov. '70 4
Boston and Maine 100	4,471,275	J. & J.	July '71 5	Lomb, and South St. (Ph.) 25	90,090	Do	July '71 5	Second Avenue (N. Y.) 100	870,000	Do	July '70 2
Boston and Providence 100	3,700,000	J. & D.	June '71 5	Long Island 100	3,000,000	F. M. A. N.	Aug. '66 2	17th & 19th streets (Ph.) 50	130,000	Do	Dec. '70 2
Broadway (South Boston) 50	400,000	J. A. J. O.	July '71 2	Louisv., Cin. and Lex. 100	1,623,482	J. & J.	Jul. '69 3	Shamokin V. and Pottv.* 50	869,450	F. & A.	Feb. '71 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	June '70 3	Lehigh and Susquehanna 100	848,700	J. & J.	Jn. '69 3	Shore Line 100	836,200	J. & J.	Jul. '71 3
Brooklyn City* 100	1,000,000	F. M. A. N.	May '71 3	Louisville and Nashville 100	8,680,912	F. & A.	Feb. '71 3	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '70 3
Brooklyn City & New'tn* 100	299,800	Do	Do	Lowell and Lawrence 100	200,000	A. & O.	Apr. '71 3	Somerville 100	75,000	Do	Do
Buffalo, Bradford & Pitts. 100	1,100,000	Do	Do	Lowell Horse 100	55,830	J. & J.	Jan. '70 3	South Carolina 100	5,819,275	Do	Do
Buff. New York & Erie* 100	950,000	M. & N.	May '71 3	Macon and Western 100	2,500,000	J. & J.	July '71 5	South Western, Georgia* 100	3,939,900	F. & A.	Feb. '71 4
Buffalo and Erie 100	5,000,000	F. & A.	Aug. '70 4	Mahanoy & F'd Mount' 50	1,676,916	Do	Do	State Island 100	660,000	J. & J.	Jul. '71 4
Burlington and Mo. Riv. 100	1,237,000	Do	Do	Maine Central 100	3,400,500	Do	Do	Stony Brook 100	267,300	M. & N.	May '70 3
Burlington and Mo. Riv. pref. 100	383,000	Do	Do	Manchester & Lawrence 100	1,000,000	Do	Do	Stockbridge & Pittsfield* 100	448,700	Do	Do
Cambridge Horse (Boat'n) 100	727,700	A. & O.	Apr. '71 4	Marietta & Cincinnati 100	2,029,778	M. & N.	May '71 5	Summit Branch 100	250,000	F. & A.	Aug. '71 3
Camden and Amboy 100	5,847,800	F. & A.	Aug. '71 3	Memphis and Charleston 100	1,250,000	Do	Do	Tyrone 100	314,130	J. & D.	July '71 4
Camden and Atlantic 100	500,000	Do	Do	Memphis and Ohio 100	570,000	Do	Do	Vermont Branch 100	400,000	Do	Do
" " " pref. 50	575,691	Do	Do	Metropolitan (Boston) 100	1,250,000	Do	Do	Vernon Branch 100	1,988,150	J. & J.	July '71 6
Camden & Burlington Co. 100	321,000	Do	Do	Michigan Central 100	13,225,848	J. & J.	July '71 5	Thirteenth and Fif. (Ph.) 50	1,750,000	J. & J.	May '70 3
Cape Cod 60	915,571	J. & J.	Jul. '71 2	Middleboro' and Taunton 100	149,029	J. & D.	Dec. '70 2	Tol., Peoria and Warsaw 100	2,700,000	Do	Do
Cape May and Millville* 50	447,000	J. & D.	Jun. '71 3	Middlesex (Boston) 100	400,000	A. & O.	Apr. '71 3	Tol., Wabash and West 100	1,700,000	Do	Do
Catawissa, pref. 50	2,200,000	M. & N.	May '71 3	Mil Creek and Minehill* 50	323,375	J. & J.	July '71 6	Troy and Boston 100	1,000,000	M. & N.	May '70 3
Cayuga & Susquehanna* 50	689,110	J. & J.	July '71 4	Milw. & St. Paul 100	11,422,664	F. & A.	Feb. '70 5	Troy and Greenbush* 100	607,111	J. & D.	Jun. '71 3
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	May '71 3	Mobile and Ohio 100	10,424,903	Do	Do	Troy and Greenbush* 100	274,400	Do	Do
Central of Georgia 100	4,666,300	J. & J.	July '70 5	Montgomery & W. Point 100	1,644,104	J. & D.	Jun. '71 3	Union Transport'n (Bos.) 100	200,000	M. & N.	Nov. '70 4
Central of New Jersey 100	15,000,000	J. & J.	June '71 3	Morris and Essex* 50	11,900,950	Do	Do	Union (Phila.) 100	291,475	J. & J.	July '71 1
Central Ohio 100	2,425,000	J. & J.	June '71 2	Mountain & Western 100	1,644,104	J. & D.	Dec. '70 5	Utica and Black River 100	1,666,000	J. & J.	July '70 3
Do. prof. 100	400,000	J. & J.	June '71 2	Mt. Carbon & P't. Carbon* 50	282,350	J. & J.	July '71 4	Vermont Central 100	5,000,000	Do	Do
Con. Park, N. & E. River 100	970,000	Do	Do	Nashua and Lowell 100	720,000	M. & N.	May '71 5	Vermont and Massach's 100	2,860,000	J. & J.	July '71 2
Chemung* 100	880,000	J. A. J. & O.	Jan. '70 3	Naushua & Chattanooga 100	2,056,544	Do	Do	Vicksburg and Meridian 100	357,408	Do	Do
Cheshire, preferred 100	1,085,925	J. & J.	July '71 2	Naugatuck 100	1,818,000	F. & A.	Dec. '70 5	Virginia Central 100	3,253,679	Do	Do
Chicago and Alton 100	8,925,500	M. & S.	Sept. '71 6	New Bedford & Taunton 100	500,000	A. & O.	Apr. '71 4	Virginia and Tennessee 100	3,506,300	Do	Do
" " " pref. 100	2,425,400	M. & S.	Sept. '71 5	New Haven & N. London 100	735,588	A. & O.	Apr. '71 4	Western Union 100	2,707,693	Do	Do
Chicago, Burl. & Quincy* 100	16,590,210	M. & S.	Mar. '71 5	New Haven & Northampton 100	1,800,000	J. & J.	Jan. '69 3	West Jersey 100	5,209,000	F. & A.	Aug. '71 4
Chicago, Iowa & Nebras. 100	1,000,000	J. & J.	July '71 6	New Jersey 100	7,297,200	F. & A.	Aug. '71 2	West Philadelphia 100	249,100	J. & J.	July '71 5
Chicago and Milwaukee* 100	2,227,000	J. & J.	July '71 5	New London Northern 100	1,003,500	Do	Do	Wilmington and Weldon 100	1,463,775	J. & J.	Jan. '71 3
Chicago & N. Western* 100	14,676,029	J. & D.	June '71 5	N.Y. Central & Hudson R. 100	45,000,000	A. & O.	Apr. '71 4	Winchester and Potomac 100	1,547,650	Do	Do
" " " pref. 100	20,370,293	J. & D.	June '71 5	New York & Harlem* 100	44,428,330	A. & O.	Apr. '71 4	Warren 100	1,400,555	J. & J.	July '71 5
Chicago, R. I. & Pacific* 100	17,000,000	A. & O.	Apr. '71 4	New York and Harlem* 100	8,500,000	J. & J.	July '71 4	Worcester and Nashua 78	5,200,000	Do	Do
Cin. Ham. & Dayton 100	3,600,000	A. & O.	Apr. '71 4	Do	Do	Do	Do	Do	Do	Do	Do
Cincinnati City Passenger* 100	5,000,000	J. & J.	Jan. '69 2	Ohio and Mississippi* 100	1,995,847	J. & D.	Jun. '71 3	CANALS.	1,983,583	J. & D.	June '71 3
Cin. Sand. & Clev. pref. 50	428,646	M. & N.	May '71 3	Oil Creek & Allegheny R. 50	4,024,474	J. & D.	July '71 4	Chesapeake and Delaware 50	1,983,583	J. & D.	June '71 3
Citizens Passenger (Phil.) 100	192,750	J. & J.	July '71 7	Old Colony & Newport 100	4,256,450	J. A. J. & O.	July '71 4	Chesapeake and Ohio 25	8,228,595	F. & A.	Aug. '71 4
Clev. Col., Cin. & Ind. 100	11,260,000	F. & A.	Aug. '71 3	Orange and Newark 100	289,550	J. & J.	July '71 3	Delaware Division 50	1,633,350	F. & A.	Aug. '71 5
Cleveland & Mahoning* 50	2,056,750	M. & N.	May '71 3	Norfolk & Petersb'g guar. 100	13,750,000	J. & J.	July '71 3	Delaware and Hudson 100	15,000,000	F. & A.	Aug. '71 6
Cleveland and Pittsburgh* 50	7,494,588	M. & N.	May '71 3	North Carolina 100	4,000,000	A. & J.	July '70 3	Delaware and Raritan 100	5,847,677	F. & A.	Aug. '71 3
Cleveland and Toledo* 50	5,000,000	F. M. A. N.	May '71 2	Northern Central 50	5,000,000	M. & N.	May '71 3	Erie of Pennsylvania 50	64,000	F. & A.	Aug. '71 2
Columbus and Xenia* 50	1,786,300	M. J. S. D.	June '71 2	North Eastern (S. C.) prof. 100	155,000	J. & D.	Jan. '69 2	Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y. '67 3
Concord* 100	1,500,000	M. & N.	May '71 5	North of N. Hampsh., 100	3,063,400	J. & D.	Feb. '71 5	Monongahela Navigation 50	728,100	J. & J.	July '70 3
Concord & Ports., guar. 100	350,000	J. & J.	July '71 2	North Pennsylvania 100	3,150,150	J. & D.	Feb. '71 5	Morris (consolidated) 100	1,925,000	F. & A.	Aug. '71 2
Coney Island & Brooklyn 100	500,000	J. & J.	July '71 2	Orange and Syracuse 100	482,400	F. & A.	Feb. '71 4	" (preferred) 100	1,175,000	F. & A.	Aug. '71 6
Conn. & Passum', R. pref. 100	2,084,200	F. & A.	Aug. '71 3	Pacific of Missouri* 100	3,711,196	F. & A.	Feb. '71 4	Pennsylvania 100	50,000,000	F. & A.	Feb. '67 6
Connecticut River* 100	1,700,000	J. & J.	July '71 2	Panama 100	7,000,000	J. A. J. & O.	Jan. '71 3	Philadelphia and Erie* 50	1,908,207	F. & A.	Feb. '67 6
Cumberland & Vailev. 100	1,316,900	A. & O.	Oct. '70 4	Panama 100	2,024,474	J. & D.	Jun. '71 3	" (pref.) 50	2,878,977	F. & A.	

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.			Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Interest.			Market Price.	
		Rate.	Payable.	WHEN PAYABLE.				Rate.	Payable.	WHEN PAYABLE.		
National Securities Aug. 1, 1871.												
Loan of June 14, 1858	registered coupon	\$6,045,000	5 Jan. & July.	1874	105 $\frac{1}{2}$		Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	
..	..	13,965,000	5 " " " 1874	110		—Defense Loan Bonds	3,651,398	6	" " "	1883	104 $\frac{1}{2}$	
Loan of February 8, 1861	registered coupon	13,707,000	6 Jan. & July.	1880	118 $\frac{1}{2}$	—Southern Relief Bonds	100,000	6	" " "	1873		
..	..	4,708,000	6 " " " 1880	118 $\frac{1}{2}$		Massachusetts—State Script	324,000	5	Jan. & July.	74-75		
Oregon War Bonds of March 2, 1861	coupon	945,000	6 Jan. & July.	1881	110	..	275,000	5	April & Oct.	75-74		
Loan of July 1, and Aug. 3, 1861	registered	124,547,900	6 Jan. & July.	1881	118 $\frac{1}{2}$	..	320,000	5	May & Nov.	72-80	97 $\frac{1}{2}$
..	..	64,773,200	6 " " " 1881	118 $\frac{1}{2}$		—Union Fund Loan of 1861	133,000	6	June & Dec.	72-77		
Loan of Feb. 25, 1862	(5-20s) registered	81,418,800	6 May & Nov.	1882	114	..	3,000,000	6	Jan. & July.	71-76		
..	..	(5-20s) coupon	389,691,700	6 " " " 1882	114	—of 1863	600,000	5	" " "	1883		
Loan of March 3, 1863	registered	53,294,950	6 Jan. & July.	1881	118 $\frac{1}{2}$	—Coast Defense Loan	888,000	5	" " "	1883		
..	..	..	6 " " " 1881	118 $\frac{1}{2}$		—Bounty Loan of 1863	200,000	5	" " "	1883	
Loan of March 3, 1864	(5-20s) registered	2,519,600	6 May & Nov.	1884	113	..	4,379,500	5	May & Nov.	1894	98	
Loan of June 30, 1864	(5-20s) registered	42,283,000	6 May & Nov.	1884	113	—(sig.)	4,000,744	6	" " "	1894		
..	..	43,133,350	6 " " " 1884	113		—War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101	
Loan of March 3, 1865	(5-20s) registered	45,544,450	6 May & Nov.	1885	113	—Western R. R. Loan (stg.)	761,816	5	April & Oct.	1871		
..	..	(5-20s) coupon	121,095,850	6 " " " 1885	114	—T. & G. R. R. & Hoosac T. stg.	3,506,580	5	" " "	1889	97 $\frac{1}{2}$	
..	..	..	60,000	6 Jan. & July.	1881	—	966,500	5	" " "	91-98	99
..	..	..	6 " " " 1881	110		—Southern Vermont R. R.	200,000	5	" " "	1890	
..	..	..	6 " " " 1881	113		—Eastern R. R.	50,000	5	Jan. & July.	1871	
..	..	..	6 " " " 1881	113		—Norwich & Worcester	400,000	6	" " "	1877	
..	..	..	6 " " " 1881	113		—Bos. Hartf. & Erie (stg.)	8,599,024	5	" " "	1900	
..	..	..	6 " " " 1881	113		—Michigan—Renewal Loan Bonds	160,000	6	" " "	1878	
..	..	..	6 " " " 1881	113		—Two Million Loan Bonds	1,621,000	6	" " "	73-88	100
..	..	..	6 " " " 1881	113		—War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	
..	..	..	6 " " " 1881	114		—Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	
..	..	..	6 " " " 1881	114		—Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	77-79	
..	..	..	6 " " " 1881	114		—Sioux War Loan Bonds	100,000	7	May & Nov.	1872	
..	..	..	6 " " " 1881	114		—Mississippi—Railroad Loans Bonds	2,275,000	7		1883	
..	..	..	6 " " " 1881	114		—Missouri—State Bonds (for banks)	2,000,000	6		41-71	
..	..	..	6 " " " 1881	114		—Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	
..	..	..	6 " " " 1881	114		—Interest Bonds of 1868	2,727,000	6	" " "	1888	
..	..	..	6 " " " 1881	114		—Railroad Loans	13,112,000	6	" " "	74-90	96
..	..	..	6 " " " 1881	114		—South Pacific, guar.	1,589,000	7	" " "	1876	79
..	..	..	6 " " " 1881	114		—Hannibal and St. Joseph	3,000,000	6	" " "	73-87	94 $\frac{1}{2}$
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	30,300,000	3				Nebraska—(No Debt)						
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	3				Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872		
Certificates of Indebtedness 1870 (cur.)	678,000	4				New Hampshire—War Loan of July 1, 1861	899,200	6	" " "	71-78	101 $\frac{1}{2}$	
Pacific R. R. Bonds (currency)	64,618,832	6	Jan. & July.	1865	95-99	..	—	6	Mar. & Sept.	84-89	100	
U. S. Notes and Fractional Currency	395,177,113	nl				New Jersey—War Loan of 1861 (free)	1,000,000	6	April & Oct.	71-74	100	
State Securities, latest dates.						..	—	6	Jan. & July.	71-84	104 $\frac{1}{2}$	
Alabama—State Bonds (original) (extended)	168,000	5	May & Nov.	1872	70	..	—	6	Mar. & Sept.	92-98	100	
..	..	2,414,800	5 " " " 1872	70		..	—	6	April & Oct.	71-74	100	
..	..	688,000	6 June 1.	1870		..	—	6	Jan. & July.	71-84	104 $\frac{1}{2}$	
..	..	82,500	6 Jan. & July.	1886		..	—	6	May & Nov.	86-96	104	
..	..	712,800	6 " " " 1886			..	—	6	" " "	97-102		
..	..	1,316,700	8 " " " 1886	100		New York—Bounty Fund Stocks	1,478,000	7	" " "	1877	108 $\frac{1}{2}$	
Arkansas—State Bonds (refunded)	3,000,000	6 Jan. & July.	1899	54 $\frac{1}{2}$		—General Fund Stocks	1,910,082	6	J. A. J. & O.	plea.		
..	..	(Aid R. R.)	7 April & Oct.	1900		..	—	6	" " "	1878		
California—Civil Bonds of 1857	2,138,000	7 Jan. & July.	1877	111		..	—	6	" " "	1878		
..	..	1860	7 " " " 1877	111		..	—	6	" " "	1878		
..	..	Relief Fund Bonds of 1863	424,500	7 " " " 1877	111	..	—	6	" " "	1878		
..	..	Bounty Fund Bonds of 1864	805,000	7 " " " 1877	111	..	—	6	" " "	1878		
..	..	Central Pacific R. R. Loans of 1865	1,500,000	7 " " " 1877	111	..	—	6	" " "	1878		
Connecticut—War Bonds, of 1861, (10-20s)	..	..	6 Jan. & July.	1861	81-82	..	—	6	" " "	1876	
..	..	..	6 " " " 1861	81-82		..	—	6	" " "	1876	
..	..	..	6 April & Oct.	1884	100 $\frac{1}{2}$	..	—	6	" " "	1876	
..	..	..	6 " " " 1884	100 $\frac{1}{2}$		..	—	6	" " "	1876	
Florida—State Bonds 1868	867,500	6 Various.	Var.			North Carolina—State Bonds for R. R. (old)	4,738,800	6	Jan. & July.	71-79	46 $\frac{1}{2}$	
..	..	1869	200,000	6 Jan. & July.	1898	—State Bonds for R. R. (new)	3,639,400	6	April & Oct.	71-91	46 $\frac{1}{2}$	
Georgia—W. & At. R. R. 1841 to 1844	1,023,000	6 Various.	Var.		..	—State Bonds for R. R. (new)	2,626,000	6	Jan. & July.	92-98	26 $\frac{1}{2}$	
..	..	1842 to 1848	273,000	6 Feb. & Aug.	78-86	..	—Funding & c. Bonds of '66-'68	1,739,000	6	April & Oct.	92-98	26 $\frac{1}{2}$
..	..	Atl. and Gulf R. R. 1858 to 1860	800,000	6 Jan. & July.	1886	..	—	6	Jan. & July.	1890	30	
..	..	Bonds (Act March 12, 1865)	3,700,000	6 " " " 1886	98 $\frac{1}{2}$	..	—	6	April & Oct.	1890	
Illinois—Interest Bonds of 1847	..	..	..	6 " " " 1886	98 $\frac{1}{2}$	..	—	6	Jan. & July.	1890	
..	..	Stock of 1857	980,696	6 " " " 1886	98 $\frac{1}{2}$	..	—	6	April & Oct.	1890	
..	..	Refunded Stock Bonds	348,000	6 " " " 1886	98 $\frac{1}{2}$	..	—	6	Jan. & July.	1890	
..	..	Normal University Bonds	45,000	6 " " " 1886	98 $\frac{1}{2}$	..	—	6	April & Oct.	1890	
..	..	Thornton Loan Bonds	103,000	6 Mar. & Sept.	1879	..	—	6	Jan. & July.	1890		
..	..	War Loan Bonds	416,800	6 Jan. & July.	1879	..	—	6	April & Oct.	1890		
Indiana—State Bonds	..	..	..	6 " " " 1879	100 $\frac{1}{2}$	..	—	6	Jan. & July.	1890	
..	..	..	..	6 " " " 1879	100 $\frac{1}{2}$	..	—	6	April & Oct.	1890	
Iowa—War and Defense Bonds of 1861	204,000	6 May & Nov.	1888			..	—	6	Jan. & July.	1890		
Kansas—State Bonds	300,000	7 Jan. & July.	1881			..	—	6	April & Oct.	1890		
..	..	100,675	7 " " " 1881	100 $\frac{1}{2}$		..	—	6	Jan. & July.	1890	
..	..	1,059,500	7 " " " 1881	100 $\frac{1}{2}$		..	—	6	April & Oct.	1890	
..	..	..	6 " " " 1881	100 $\frac{1}{2}$		..	—	6	Jan. & July.	1890	
Kentucky—State Bonds of 1841-42	913,000	6 April & Oct.	71-72	99 $\frac{1}{2}$		..	—	6	April & Oct.	1890	
..	..	..	6 " " " 1881	100 $\frac{1}{2}$		..	—	6	Jan. & July.	1890	
Louisiana—Charity Hospital	6 " " " 1881	100 $\frac{1}{2}$..	—	6	April & Oct.	1890	
..	..	State Bonds, general	86,000	6 Mar. & Sept.	1872	..	—	6	Jan. & July.	1890		
..	..	Railroad Bonds	750,000	6 Jan. & July.	1883	..	—	6	April & Oct.	1890		
..	..	561,000	6 " " " 1883	101		..	—	6	Jan. & July.	1890		
..	..	Levee Bonds 1865	2,052,000	6 Various.	93-96	..	—	6	April & Oct.	1890		
..	..	..	6 " " " 1883	93-96		..	—	6	Jan. & July.	1890	
..	..	1,000,000	6 May & Nov.	1897	70	..	—	6	April & Oct.	1890		
..	..	4,000,000	6 Mar. & Sept.	1875	85	..	—	6	Feb. & Aug.	1871		
..	..	3,000,000	6 Jan. & July.	1867	86-88	..	—	6	Mar. & Sept.	1882	104 $\frac{1}{2}$	
..	..	997,300	6 " " " 1867	86-88		..	—	6	Jan. & July.	1882	104 $\frac{1}{2}$	
..	..	Funded Floating Debt	3,000,000	6 May & Nov.	1910	62	..	—	6	Jan. & July.	1882	104 $\frac{1}{2}$
..	..	Ship Canal Bonds of 1869	474,000	7 Mar. & Sept.	1889		..	—	6	Jan. & July.	1882	104 $\frac{1}{2}$
..	..	Penitentiary Bonds of 1869	500,000	7 " " " 1889	100	..	—	6	Jan. & July.	1882	104 $\frac{1}{2}$	
..	..	N. La. & Tex. R. R. Bonds of 1869	546,000	8 April & Oct.	1899		..	—	6			

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AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Adirondack:											
1st Mortgage.....	\$90,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg:				
Alabama and Chattanooga:							1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie:				
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York.
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	350,000	7	May & Nov.	"
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.:				
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	94	Burlington and Missouri River:				
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds "	1,999,380	8	"	"
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95	Stock Bonds "	1,246,800	8	Jan. & July.	"
1st Mortgage, Eastern Ex.	48,000	7	....	....	....	....	1st Mort. (Branch) bonds.....	900,000	8	"	"
Special Bonds to State of Penn.	3,500,000	6	....	....	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:				
1st Mortgage, traffic guar. 1865..	800,000	8	Jan. & July.	New York.	1878	....	1st Mort. for \$5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.
Androscoggin:							California Pacific:				
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.
Andros & Kennebec (Maine C.):							Camden and Amboy:				
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	1890-91	86	Sterling Bonds, £288,600 @ 4.54..	1,396,824	6*	April & Oct.	London.
Atchison, Topeka and Santa Fe:							Dollar Loan of 1875.....	675,000	6	"	New York.
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	85	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"
Atlanta and Richmond Air Line:							Dollar Loan of 1889.....	866,000	6	March & Sept.	"
1st Mortgage tax free, 1870..gold	16,000pm	8	Jan. & July.	New York.	1900	....	Consolidated Loan.....	4,929,200	6	June & Dec.	"
Atlanta and Great Western:							Sterling (United Co's) Loan.....	1,346,000	6	March & Sept.	London.
1st Mortgage (N. Y. Penn. & O.):	8,512,400	7*	Various.	Lond. & N. Y.	76-'84	....	Dollar (United Co's) Loan.....	184,000	6	"	New York.
2d Mortgage (N. Y. Penn. & O.):	3,908,000	7*	"	"	'81-'83	....	Camden and Atlantic:				
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.
Atlantic and Gulf:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Camden and Burlington County:				
Atlantic, Mississippi and Ohio:							1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.
1st Mortgage on whole line.....	15,000pm	....					Carthage & Burlington (C.B. & Q.):				
Atlantic and North Carolina:							1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.
Atlantic and Pacific:							Catawissa:				
Land Mort. (500,000 acres)....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.
1st Mortgage (So. Pacific)....gold	7,250,000	6*	"	"	1888	....	Cedar Falls and Minnesota Ili. C.:				
Atlantic and St. Lawrence:							1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Cedar Rapids & Mo. Riv. (C & N.W.):				
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.
Sterling Loan of 1864 (5-20s)....	484,000	6*	May & Nov.	"	1878	....	Central Branch Union Pacific:				
Bald Eagle Valley (Penn. R.R.):							1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	Mav & Nov.	New York.
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage Governm't subsidy.....	1,600,000	6	Jan. & July.	"
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Georgia:				
Baltimore and Ohio:							1st Mortgage.....	789,000	7	March & Sept.	Savannah.
Loan of 1866, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	Central of Iowa:				
Loan of 1860.....	679,500	6	"	"	1880	96	1st Mort. conv. & tax free....gold	16,000pm	7*	Jan. & July.	New York.
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	96	2d Mortgage.....	254,000	7	May & Nov.	"
Loan of 1870.....sterling.....	3,872,000	6*	March & Sept.	London.	1895	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	New York.
Loan of 1863 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	Central Ohio (B. & O.):				
Baltimore and Potomac:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	Central Pacific of California:				
Bangor and Piscataquis:							1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Subordinate Loan (Int. by State)	1,500,000	7*	"	"
Barclay Coal:							Convertible bonds.....	1,500,000	7*	"	"
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Income bonds.....	10,000,000	....	"	"
Bay City and East Saginaw:							Charlotte and Savannah:				
1st Mort. guar. by F. & P. Marq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.
Bay de Noquet and Marquette:							Charlotte, Columbia & Augusta:				
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.
Belfast and Moosehead Lake:							1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"
1st Mort. guar. by M. C. C. gold	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage (consol. 195 m.) ..	756,000	7	"	"
Bellefontaine & Ind. (C. C. C. & Ind.):							Cheraw and Darlington:				
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage.....	500,000	7	April & Oct.	Charleston.
Bellefontaine and Snow Shoe:							2d Mortgage.....	75,000	7	Jan. & July.	"
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	Cherry Valley, Sharon & Albany:				
Beloit and Madison (C. & N. W.):							1st Mortgage convertible.....	300,000	7	June & Dec.	New York.
Belvidere Delaware:							Chesapeake and Ohio:				
1st Mortgage { guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	....	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.
2d Mortgage { Camden and }	499,500	6	March & Sept.	Princeton.	1886	....	1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	"
3d Mortgage { Amboy. }	745,000	6	Feb. & Aug.	"	1887	85	2d Mort. (" " ")	186,500	6	"	"
Blue Ridge, (S. Car.):							3d Mort. (" " ")	901,000	6	"	"
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Income.....	300,000	8	"	"
Boston, Clinton and Fitchburg:							Cheshire:				
1st Mortgage (Agricultural Br.):	400,000	6	Jan. & July.	Boston.	1884	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.
Equalization or consol. bonds..	248,000	6	"	"	....		Chester Creek:				
2d Mortgage of 1869-'70.....	152,500	7	"	"	1899-'90	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.
Boston, Concord and Montreal:							Chester and Chicago Br. Junction:				
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester and Tamaroa:				
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.
Sinking Fund Mortgage.....	624,000	6	"	Boston.	1889	92	Chester Valley:				
Boston, Hartford and Erie:							1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	Chester and Alton:				
1st Mortgage (new) for \$20,000,000	14,000,000	7	Jan. & July.	"	1899	28	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.
1st Mortgage (new) guar. by Erie	3,000,000	7	"	New York.	1899	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"
Mass. I can (secured by 1st m.b.)	3,000,000	7	"	"	1899	....	2d Mortgage Income.....	1,100,000	7	April & Oct.	"
Boston and Lowell:							Chicago, Burlington and Quincy:				
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Trust Mortgage skg fund.....	2,876,000	8	Jan. & July.	New York.
Scrip certificates.....	380,000	3	January.	"	1873	....	Trust Mortgage, akg fund conv.	150,000	8	"	"
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	2d Mort.	400,000	7	April & Oct.	"
Brunswick and Albany:							2d Mort. (4 p.c. after Jul. '75) gold	941,000	4	July.	Frankfort.
1st Mort. endorsed by Ga. ....gold	3,630,000	6*	April & Oct.	New York.	1898	....	American Cen. R.R. (37 m.) guar.	800,000	8	Jan. & July.	New York.
2d Mort. sinking fund....gold	2,350,000	7*	"	"	1898	....	Carthage & Burl. R.R. (30 m.) guar.	600,000	8	May & Nov.	"
Buffalo, Bradford and Pittsburg:							Dix, Peo. & Han. R.R. (46 m.) guar.	800,000	8	Jan. & July.	"
1st Mortgage guar. by Erie....	580,000	7	Jan. & July.	New York.	1896	....	Illinoi Gr. Trunk R.R. (44 m.) guar.	960,000	8	April & Oct.	"
Buffalo and Erie (L. Sh. & M. So.):							Ott., Osw. & Fox R.R. VI. (70 m.)	1,000,000	8	"	"
Bonds of Buff. and State Line..	100,000	7	May & Nov.	New York.	1873	....	Pearl & Hannib. R.R. (31 1/2 m.) guar.	1,260,000	8	Jan. & July.	New York.
Bonds of Buff. and State Line..	200,000	7	Jan. & July.	"	1882	....	Quincy & War. R.R. (40 m.) guar.	600,000	8	"	"
Bonds of Erie and Northeast...	300,000	7	March & Sept.	"	1886	Chicago and Great Eastern:				

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An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.		
			When.	Where.					When.	Where.			
Chicago, Cincinnati and Louisv. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes : 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1899	87	2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
Chicago, Dubuque & Minnesota : 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus, Springfield and Cln. : 1st Mortgage for \$1,000,000.....	....	7	....	New York.	18	....
Chicago and Illinois Southern : 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia : 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska : 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	....	Concord and Claremont : 1st and 2d Mortgage.....	274,000	6	....	Boston.	Due.	....
Chicago & Milwaukee(C. & N.W.): 1st Mortgage on 45 miles guar.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv. : 1st Mortgage skg fund, 1856.....	475,000	6	June & Dec.	Boston.	1876	....
Chicago & Milwaukee(C. & N.W.): 1st Mortgage (consol.) 85 m. guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.....	451,000	7	"	"	1876	....
Chicago and North Western : Pref. sinking fund b'ds (193 m.)	1,129,000	7	Jan. & July.	"	1898	....	Connecticut River : 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and North Western : Interest (F'ded coup.) b'ds(193m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100	Connecticut Western : 1st Mortgage.....	81,500	7	....	Hartford.	18	....
1st Mortgage General (193 m.)	755,000	7	May & Nov.	"	1883	95	Connecting (Philadelphia) : 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage, Appleton Ext.	3,592,500	7	Feb. & Aug.	"	1885	98	Contoocook River : 1st Mortgage.....	30,000	6	....	Boston.	18	....
1st Mortgage, Green Bay Ext.	184,000	7	"	"	1885	....	Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1882	....	Coun. Bluffs & St. Jo.(K.Cy. St.J.) : 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1875	....	2d Mortgage.....	150,000	10	....	"	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	"	1884	....	Coventry : 1st Mortgage.....	120,000	7	March & Sept.	New York.	1872	....
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1878	....	2d Mortgage.....	844,000	7	"	"	1883	....
1st Mort. (Elgin and State Line)	135,000	7	"	"	1898	....	3d Mortgage March 1862.....	237,000	7	June & Dec.	New York.	1888	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	"	1915	91	3d Mortgage March 1863.....	70,000	6	May & Nov.	"	1881	....
Consol. skg fund Mort. (800 m.)	2,077,000	7	May & Nov.	"	1871	....	1st Mortgage of June 1, 1866 : 1st Mortgage.....	98,600	6	June & Dec.	Philadelphia.	1904	....
Equipment Mortgage.....	825,000	10	"	"	1874	....	2d Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	"	1870	....	3d Mortgage.....	109,500	8	"	"	1884	....
3d Mort. ("") 45m.	6,400	7	Feb. & Aug.	"	1874	....	Plain bonds : Dumbury and Norwalk : 1st Mortgage of 1869	81,800	7	Jan. & July.	New York.	1880	....
2d Mort. (Mil. & Chi.R.R.) 40m.	182,000	7	March & Sept.	"	1898	....	1st Mortgage of 1869	100,000	7	"	"	1890	....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	1st Mortgage of June 1865 : Cumberland Coal and Iron : 1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1872	....
1st Mort. (Chi. & Mil.R.W.) 85m.	1,129,000	7	Jan. & July.	"	1888	....	2d Mortgage of May 1, 1868	770,000	6	May & Nov.	"	1888	....
1st Mort. (Bel. & Mad.R.R.) 46m.	354,000	7	"	"	1888	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
Chicago & Mich. Lake Shore : 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	....	UMBERLAND VALLEY : 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago, Pekin & Southwestern : 1st Mortgage.....gold	25,000pm	7	Jan. & July.	New York.	1891	....	2d Mortgage.....	109,500	8	"	"	1884	....
Chicago, Rock Island and Pacific : 1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102	Plain bonds : Dumbury and Norwalk : 1st Mortgage of 1869	81,800	7	Jan. & July.	New York.	1880	....
Chi. & Southwes'n(C. R. I. & Pac.)	5,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage of 1869	100,000	7	"	"	1890	....
Chillicothe & Brunswick (N.Mo.)	500,000	8	Jan. & July.	New York.	1894	....	1st Mortgage of 1869	200,000	7	Jan. & July.	New York.	1880	....
Cincinnati, Balt. (Mar. & Cin.)	500,000	7	April & Oct.	Baltimore.	18	....	1st Mortgage of 1869	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Cincinnati, Hamilton and Dayton : 1st Mort. of 1855 extended	1,250,000	7	May & Nov.	New York.	1880	....	Davenport and St. Paul : 1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1877	....	Dayton and Michigan : 1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	"	1877	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Cinc. and Indiana (C. Lat. & Chi.)	500,000	7	June & Dec.	New York.	1892	....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
1st Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877	....	Toledo Depot bonds : Dayton and Union : 1st Mortgage, registered	189,500	7	March & Sept.	"	1871	....
Cincinnati and Indianapolis June : 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1893	....	1st Mortgage.....	149,000	7	March & Sept.	New York.	1870	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Cincinnati, Lafayette and Chi. : 1st Mortgage.....gold	250,000	7	June & Dec.	"	1884	....	Income Bonds : Dayton and Western : 1st Mortgage.....	252,445	6	"	"	1879	....
Cin. and Martinsville (C. & Lat.)	20,000pm	7	March & Sept.	New York.	1901	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	433,000	6	"	"	1905	....
Cincinnati, Richmond & Chicago : 1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Decat'r & E. St. Louis(T. W. & W.) : 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	65,000	7	"	"	1889	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Cincinnati, Sandusky and Clev. : 1st Mort. of 1867.....	1,051,861	7	June & Dec.	New York.	1890	....	Delaware : 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mort. (San. Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	....	Delaware State Loan : Guaranteed Bonds : Exten. (Stamp to Delmer) bonds	170,000	6	"	"	1876	....
1st Mort. (San. Day. and Ind.)	350,000	7	March & Sept.	"	1877	83	Delaware, Lackaw. & Western : 1st Mort. (Lack. & Western)	100,000	6	"	"	1875	....
Cincinnati and Zanesville : 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	1st Mort. (Eastern Ext.)	100,000	6	"	"	1880	....
Clev. Col. and Cinc. (C. C. G. & I.)	365,000	7	June & Dec.	New York.	71-84	....	2d Mort. (General)	564,000	7	Jan. & July.	New York.	1871	....
1st Mortgage \$25,000 a year.....	2,004,000	7	May & Nov.	New York.	1899	....	2d Mort. (Lack. & Western)	1,111,000	7	April & Oct.	"	1875	....
1st Mort. (Col. C. & I. & Chi. R.R.)	365,000	7	June & Dec.	"	70-96	....	1st Mort. (Eastern Ext.)	1,033,000	7	March & Sept.	"	1881	100
1st Mort. (Buff. and Ind.R.R.)	646,000	7	Jan. & July.	"	1881	....	Denver Pacific : 1st Mortgage (Land grant) .gold	2,500,000	7	May & Nov.	New York.	1897	....
Cleveland and Mahoning : 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Des Moines Valley : 1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
3d Mortgage sinking fund	654,500	8	March & Sept.	"	1876	....	1st Mortgage Land grant	4,600,000	8	"	"	1898	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	Income Bonds : Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.)	462,000	7	Jan. & July.	"	1884	....
Clev. Mt. Vernon and Delaware : 1st Mort. for \$1,500,000	143,000	7	Jan. & July.	New York.	1900	....	1st Mort. (Lansing & L. Mich.) : 1st Mortgage.....	1,090,000	8	June & Dec.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore) : 1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
2d Mortgage (registered)	1,000,000	7	"	"	1880	96	2d Mortgage Ionia and Lansing : 2d Mortgage Ionia and Lansing	170,000	8	Jan. & July.	"	1879	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	96	2d Mortgage Milwaukee : 1st Mortgage, convertible	300,000	8	May & Nov.	"	1880	....
Cleveland and Pittsburg : 2d Mortgage	790,500	7	March & Sept.	New York.	1873	....	2d Mortgage.....	2,500,000	7	May & Nov.	New York.	1875	....
3d Mortgage	1,358,000	7	May & Nov.	"	1875	97	1st Mortgage Funded Coupons : Bonds of June 30, 1866, (cond.)	1,000,000	8	"	"	1875	....
4th Mortgage	1,104,844	6	Jan. & July.	"	1892	84	2d Mortgage Funded Coupons : Bonds of Sept. 6, 1866	628,525	7	Jan. & July.	"	1875	....
1st Mort. (June R. R.)	528,000	7	May & Nov.	"	1900	....	1st Mortgage.....	377,115	6	May & Nov.	NY & Detroit	1886	....
Colebrookdale : 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage.....	1,916,639	6	March & Sept.	New York.	1873	....
Columbia and Augusta(C.C. & A.) : 1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	300,000	6	March & Sept.	NY & London	1873	....
Columbus, Chicago & Ind. Cent. : 1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	88	2d Mortgage.....	150,867	6	May & Nov.	New York.	1873	....
2d Mortgage Consol. skg fund	5,000,000	7	Jan. & July.	"	1899	67	1st Mortgage.....	51,000	7	"	"	1873	....
Columbus & Ind. Cen.(C.O. & I.C.)	821,000	7	Jan. & July.	New York.	1886	....	Dollar (" ")	924,000	7	Feb. & Aug.	New York.	1876	....
2d Mortgage.....	1,243,000	7	May & Nov.	"	1881	....	1st Mortgage Aug. 1, 1866	150,000	7	"	"	1878	....
Income Bonds	1,243,000	7	"	"	1881	....	1st Mortgage.....	100,000	7	April & Oct.	New York.	1878	....
						1st Mortgage.....	100,000	7	Jan. & July.	"	1878	....
						1st Mortgage.....	250,000	8	Feb. & Aug.	"	1878	....
						1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
						1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
						1st Mortgage.....	1,000,000	8	April & Oct.</td				

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.	
			When.	Where.					When.	Where.		
Dubuque and Sioux City:												
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1853		Grand River Valley (Mich. C.):	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (construction).....	600,000	7	" " "	"	1894		1st Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		2d Mortgage, guaranteed.....					
Dutchess and Columbia:							Greenville and Columbia:					
1st Mortgage Jan. 1, 1868.....	1,600,000	7	Jan. & July.	New York.	1908		1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86
East Brandywine & Waynesburg:							1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		Greenwich and Johnsonville:					
2d Mortgage.....	35,000	8	" " "	"	1873		1st Mortgage.....	130,000	7	Jan. & July.	New York.	1899
East Pennsylvania (Ph. & Rdg.):							Hackensack & New York (Erie):	6,000	7	Jan. & July.	New York.	1872
1st Mortgage, guar. Skp. Fund.....	495,000	7	March & Sept.	Philadelphia.	1888		1st Mortgage.....					
East Tenn. & Georgia (E.T.V. & G.):							Hackens'k & N. York Ext. (Erie):	129,100	7	May & Nov.	New York.	1889
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880		1st Mortgage of May 1, 1869.....					
Interest bonds (funded coupons).....	136,400	7	" " "	"	1876		Hannibal and Naples:	675,000	7	May & Nov.	New York.	1898 88
East Tennessee, Virginia & Ga.:							1st Mortgage of Nov. 1, 1868.....					
1st Mortgage, consol. skg fund.	3,600,000	7	Jan. & July.	New York.	1900		Hannibal & Cen. Mo. (C. & Alton):	5,000ppm	7	Jan. & July.	New York.	1890
Eastern Mass.:							1st Mortgage guaranteed.....					
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871 97
Loan of 1862, sterling.....	883,000	6*	Jan. & July.	London.	1872		Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1888
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874		Six years Mortgage bonds.....	69,000	10	" "	" "	1872
Loan of 1865.....	160,000	6	April & Oct.	"	1885		Three years' notes.....	810,000	8	" "	" "	1873
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888		Five years' notes.....	1,024,300	8	" "	" "	1875
Loan of 1869.....	500,000	6	May & Nov.	"	1889		Fifteen years' bonds.....	1,209,500	8	" "	" "	1885
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876		1st Mort. (Q. and Palmyra R.R.):	600,000	8	Feb. & Aug.	" "	103
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. RR):	1,200,000	10	Jan. & July.	" "	1892
1st Mortgage.....	400,000	---	Jan. & July.	Baltimore.	1880		Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888
2d Mortgage.....	150,000	---	April & Oct.	"	1886		Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888
Elizabethtown and Paducah:							Hanover Branch (Mass.):					
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
Elmira and Williamsport (N. Cen.):							Harlem Extension:					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880		1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890
Income Mortgage.....	570,000	5	May & Nov.	"	1872		Harrisburg & Lancaster (Pa. R.R.):					
Real Estate (Elmira) bond.....	50,000	7	-----	"	-----		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883 94
Erie Railway:							Hartford and New Haven:					
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877		1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879		Hartford, Providence and Fishkill:					
3d Mortgage.....	6,000,000	7	" " "	"	1883		1st Mort. (R. Island 26.32 m.):	481,000	7	Jan. & July.	Providence.	1876
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880		1st Mort. (Connecticut 96.04 m.):	1,574,500	7	" "	Hartford.	1876
5th Mortgage convertible.....	926,000	7	June & Dec.	"	1888		Hastings and Dakota:					
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891		1st Mortgage.....	20,000ppm	7	Jan. & July.	New York.	1900
Sterling Loan (\$1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875		Hempfield:					
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		Housatonic:					
2d Mortgage.....	143,000	7	March & Sept.	"	1890		1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877
Consolidated Mortgage tax free.....	1,674,000	7	Jan. & July.	"	1893		2d Mortgage.....	500,000	7	Feb. & Aug.	" "	1885
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889
B'g'n L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898		Houston and Texas Central:	3,400,000	7*	Jan. & July.	New York.	1891
1st m. R.R. & L'd(B to W in 45 m.)	2,000,000	6*	" " "	"	1899		1st Mortgage L.G. skg fund. gold					
Evansville and Crawfordville:							Hudson River (N.Y. Cen. & H.R.):					
1st Mortgage (K.v. & Ill. R.R.):	350,000	7	Jan. & July.	New York.	1889		1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1889		2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885
1st Mort. (Rockville Extension):	180,000	7	Feb. & Aug.	"	1881		3d Mortgage.....	180,000	7	May & Nov.	" "	1875
Consolidated Mortgage.....							Huntington and Broad Top M't:					
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890):	416,000	7	April & Oct.	Philadelphia.	1890 101
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875 86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895 47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882		Illinois Central:					
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,000,000	7*	April & Oct.	New York.	1875 106
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877		1st Mortgage Construction.....	332,000	6*	" "	" "	1875
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890
1st Mortgage L.G. 1st mort.	267,000	7	May & Nov.	New York.	1880		Illinois & South. Iowa (T.W. & W.):					
1st Mortgage L.G. 2d mort.	319,000	7	Jan. & July.	"	1887		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882 88
1st Mortgage L.G. 3d mort.	1,200,000	8	March & Sept.	"	1888		Indiana and Illinois Central:					
E. & W. Holly R.R. b'd's (\$25,000 a yr)	500,000	10	May & Nov.	"	1888		1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
Flushing & North Side (L. I.):							1st Mortgage.....	5,000,000	7*	April & Oct.	New York.	1909
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		1st Mortgage construction.....	3,000,000	7*	April & Oct.	" "	1875
Fonda, Johnst'n & Gloversville:							1st Mortgage construction.....	332,000	6*	" "	" "	1890
1st Mortgage.....	300,000	7	-----	New York.	1889		Redemption, sterling.....	2,500,000	6*	" "	London.	1890
Flt. W., Jackson & Sag. (Mich. C.):							Illinois & South. Iowa (T.W. & W.):					
1st Mortgage guaranteed.....	1,600,000	6	Jan. & July.	New York.	1889		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
Flt. W., Muncie & Clin. (F. W. & S.):							Indiana and Illinois Central:					
1st Mortgage guaranteed... gold	1,800,000	7*	Jan. & July.	New York.	1889		1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
Galena & Chic. Union (C. & N. W.):							1st Mortgage.....	5,000,000	7*	April & Oct.	New York.	1909
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882		1st Mortgage.....	1,500,000	8	" "	" "	1890
2d Mortgage.....	985,000	7	May & Nov.	"	1875		1st Mortgage (Ind. & C. I.):	2,770,000	7	Feb. & Aug.	" "	1897
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884		1st Mortgage (J. C. & I.):	1,566,000	7	June & Dec.	" "	1899
Georgia:							1st Mortgage (C. I. & L.):	500,000	7	" "	" "	1893
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	1871-86		2d Mortgage (C. I. & L.):	1,500,000	7	Jan. & July.	London.	1890
Goshen and Deckertown (Erie):							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1879
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		2d Mortgage.....	300,000	8	Jan. & July.	" "	1888
Gr. Rapids & Indiana (P.F. W. & C.):							1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1879
1st Mortgage guar. half yr. gold	4,000,000	7*	Jan. & July.	New York.	1890		2d Mortgage.....	300,000	8	May & Nov.	" "	1888
1st Mortgage half year.... gold	4,000,000	7*	April & Oct.	"	1890		1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879
Grand Trunk (Cn.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1888
1st Preference Bonds £2,703,326	13,516,625	5*	Jan. & July.	London.	1876		Iowa Falls & Sioux City (I.I.Cen.):					
2d Preference Bonds £1,610,264	8,051,320	4*	" " "	"	1873		1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899
3d Preference Stock £758,510	3,792,550	4*	" " "	"	1873		1st Mort. of Iowa Midland (C. & N. W.):					
4th Preference Stock £2,571,210	27,865,005	4*	" " "	"	1877		1st Mort. of Aug. 1, 1870 guar.	18,000ppm	8	Feb. & Aug.	New York.	1900
Equipment Bonds £610,480	8,082,400	6*	April & Oct.	"	1872		Iowa Southern:					
Postal & Military Bonds £1,200,000	6,000,000	6*	Feb. & Aug.	"	1872		1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908
Provincial Debentu's £1,111,400	15,537,500	-----	-----	"	-----		1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875
Great Falls and Conway:							2d Mortgage.....	1,495,000	8	Jan. & July.	New York.	1885 100
Great Western (Canada):							1st Mortgage of 1865.....	100,000	8	March & Sept.	" "	1888 100
Perpetual Debentures.....	227,273	5	-----	London.	1871-73		2d Mort. of 1868 for \$600,000....	1,495,000	8	May & Nov.</td		

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.	
			When.	Where.	Due.				When.	Where.	Due.				When.	Where.
Jeffersonville, Madison & Indiana:																
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1866	...	Lehigh Valley:		6	April & Oct.	Philadelphia.	1872				
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	...	1st Mort. of 1858	\$963,000	6	June & Dec.	"	1898	...			
1st Mortgage (Ind & Mad. guar.)	397,000	7	May & Nov.	"	1882	...	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	"	"	1900	...			
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	...	1st Mort. '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1872	...			
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	...	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"					
Joliet and Chicago (C. & Alton):							Lewey's Island (S. C. & P.):									
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	...	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876				
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	...	Little Miami & Colum. & Xenia:									
1st Mortgage, guaranteed.....							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883				
Junction (Cin. & Indianapolis):							Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880				
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	1st Mortgage (Col. & Xenia).....	307,000	3	March & Sept.	New York.	1890				
2d Mortgage.....	800,000	7	March & Sept.	"	1893	...	1st Mortgage (D. & W. Trn.).....	275,000	7	Jan. & July.	"	1905				
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	...	1st Mortgage (").....	433,000	6	"	"	1906				
Junction, Philadelphia:							Little Rock and Fort Smith:									
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...	1st Mortgage for \$3,500,000 gold		6*	Jan. & July.	Boston	1899				
2d Mortgage.....	300,000	6	April & Oct.	"	1900	...	Little Rock, Pine Bluff & N. O.:		7*	—	—	New York.	1889			
Junction and Breakwater:							1st Mortgage.....									
1st Mort. guar by Delaware.....	400,000	6	Jan. & July.	New York.	1890	...	Little Schuylkill (P. & Rdg.):									
Kalam., Alleg. & Gr. R. (L.S. & M.S.):	840,000	8	Jan. & July.	New York.	1888	...	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877				
1st Mort. assumed by lessees.....							Logansport, Crawf. & Sw. Ind.:									
Kalamazoo, & S. Haven (M. Cen.):	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890				
Kalam. & Three Riv. (L.S. & M.S.):							Long Branch and Sea Shore:									
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	...	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889				
Kalam. & W. Pigeon (L.S. & M.S.):	400,000	7	Jan. & July.	New York.	1890	...	Long Island:									
Kansas City and Santa Fe:							1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875				
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890				
1st Mortgage (consolid.) 264 m.	657,000	8	March & Sept.	N.Y. & Bost'n	1890	...	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893				
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	"	1890	...	General Mortgage of 1869.....	775,000	8	"	"	1899				
2d Mort. (" " " ").....	150,000	10	"	"	1872	...	Louisville & Miss. Riv. (Ch. & Al.):									
1st Mort. (St. Jo. & C. B. 80 m.):	1,400,000	10	March & Sept.	"	1892	...	1st Mortgage, guaranteed.....	20,000	7	Jan. & July.	New York.	1889				
2d Mort. (" " " ").....	539,500	8	June & Dec.	"	1874	...	Louisville, Cincinnati and Lexington:									
1st Mort. (Mo. Valley 61 m.):	1,500,000	7	Feb. & Aug.	New York.	1893	...	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897				
2d Mort. (" " " ").....	1,500,000	7	"	"	1893	...	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900				
Kent County (Del.):							1st Mort. (Lo. & Frankfort Br.):	82,000	6	Jan. & July.	"	"11-'90				
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	...	Louisville Loan (").....	100,000	6	"	"	1881				
Kentucky Central (Cov. & Lex.):							1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874				
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	...	Louisville and Nashville:									
2d Mortgage March 1863.....	844,000	7	"	"	1883	...	1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877				
3d Mortgage June 1 st 65.....	237,000	7	June & Dec.	"	1885	...	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	"88-'87				
Keokuk, Iowa City and Minn.:							2d Mortgage (Lebanon Br.).....	225,000	6	May & Nov.	"	1887				
1st Mortgage.....							1st Mortgage (Memphis Br.).....	197,000	7	"	"	"11-'76				
2d Mortgage.....							1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870				
Keokuk and St. Paul (C.B. & Q.):							1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	"80-'86				
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	...	Louisville Loan (Leb. Br. Ext.).....	333,000	6	April & Oct.	"	1893				
Lackawanna and Bloomsburg:							Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	1898				
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	...	Lowell & Lawrence (E. & L.):									
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878				
2d Mortgage.....	500,000	7	April & Oct.	"	1890	...	Macou and Brunswick:									
Income Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	...	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1877				
Income Mortgage.....	5,000pm	7	"	"	1891	...	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889				
La C. Trempl. & Pres. (C. & N. W.):							3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890				
1st Mortgage, guaranteed.....	800,000	7	—	—	New York.	...	Equipment Mortgage.....	150,000	—							
Lafayette, Bloomington & Miss.:							Macon and Western:									
1st Mortgage.....	1,300,000	8	—	—	New York.	...	1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880				
Lafayette, Muncie & Blooming:							Madison and Portage:									
1st Mortgage.....	1,500,000	8	—	—	New York.	...	1st Mortgage.....	450,000	7	April & Oct.	New York.	1895				
Lake Erie and Louisville:							Maine Central:									
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	...	Loan of 1860-'61 (A. & Ken.):	1,100,000	6	Feb. & Aug.	Boston.	"90-'91				
Lake Shore & Michigan So.:							Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871				
Sunbury B'ds (C.P. & ARR 95 1/2 m.):	500,000	7	Jan. & July.	New York.	1874	...	Loan for \$1,100,000.....	451,200	7	Jan. & July.	"	1898				
Regis. Bonds (" " " ").....	1,000,000	7	"	"	1880	...	Mort. (Ext.) for \$500,000..... gold	112,000	6*	April & Oct.	"	1900				
3d Mortgage (" " " ").....	1,000,000	7	April & Oct.	"	1892	...	1st Mort. (B. to P. & Ken.) exch. 7s.	577,000	6	"	"	1872				
Divid'd Bonds (L. S. R. R. 258 m.):	1,500,000	7	"	"	1899	...	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870				
S. Fund (B. Clev. & Tol. R.R. 102 1/2 m.):	2,000,000	7	"	"	1879	...	Mansfield & Framigh. (B. C. & F.):									
S. of '66 (" " " ").....	984,000	7	April & Oct.	"	1886	...	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889				
Mort. Bonds (Buff. & E. R.R. 88m):	864,000	7	"	"	1886	...	Marietta and Cincinnati:									
23,000	7	June & Dec.	"	"	1870	...	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891				
Mort. Bonds (" " " ").....	100,000	7	May & Nov.	"	1900	...	1st Mortgage Dollar.....	2,454,525	7	"	"	Baltimore.	1891	94		
1st Mort. (M. & T. 65 m.):	2,693,000	7	"	"	1885	...	2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85			
1st Mort. (Junc. R.R. 49 1/2 m.):	115,000	7	June & Dec.	"	1872	...	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	78			
8. Fund (Clev. & Tol. R.R. 102 1/2 m.):	2,014,000	7	Jan. & July.	"	1885	...	1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1890				
M. of '66 (" " " ").....	864,000	7	April & Oct.	"	1886	...	Baltimore Loan to Union R. R.	20,000	7	Jan. & July.	Baltimore.	...				
1st Mort. Bonds (Buff. & E. R.R. 88m):	23,000	7	June & Dec.	"	1870	...	1st Mort. of Aug. 1, 1868..... gold	14,000pm	7	Feb. & Aug.	Philadelphia.	1895				
1st Mort. Bonds (" " " ").....	100,000	7	May & Nov.	"	1900	...	Marquette and Ontonagon:									
1st Mort. Bonds (" " " ").....	200,000	7	Jan. & July.	"	1873	...	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875				
1st Mort. Bonds (" " " ").....	300,000	7	March & Sept.	"	1882	...	2d Mortgage.....	850,000	6	May & Nov.	Boston.	1895				
1st Mort. (D. M. & Tol. R.R. 65 m.):	3,000,000	7	April & Oct.	"	1890	...	3d Mortgage.....	1,000,000	6	June & Dec.	Boston.	1895				
1st Mort. (K. & W. P. R.R. 37 m.):	924,000	7	Feb. & Aug.	"	1876	...	1st Mort. 11 miles, guaranteed.....	200,000	8	May & Nov.	Boston.	1890				
1st Mort. (B. & Three Riv. R.R.):	100,000	8	Jan. & July.	"	1890	...	1st Mort. 11 miles, assumed.....	200,000	8	May & Nov.	Boston.	1890				

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Midland Pacific:						Newark and New York (Cent.):					
1st Mortgage.....gold	\$1,100,000	7* Jan. & July.	New York.	1890	....	1st Mortgage.....	\$800,000	7 Jan. & July.	New York.	1891	....
Millin & Centre Co. (Pa. R. R.):	188,000	8 Feb. & Aug.	Philadelphia.	1897	....	Newark, Somerset & Stratusville:	800,000	7 May & Nov.	New York.	1892	....
1st Mortgage, guaranteed.....						1st Mortgage.....	172,500	6 Jan. & July.	Boston.	1891	....
Milwaukee & Chicago, (C&NW):						New Bedford and Taunton:					
1st Mortgage, guaranteed.....	182,000	7 March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6 Jan. & July.	Boston.	1891	....
2d Mortgage, "	10,500	7 Jun. & Dec.	"	1898	....	New Brunswick and Canada:					
Mil. & Prairie du Chien (M&SP):						1st Mortgage, Sterling £200,000.	972,000	6* May & Nov.	London.	1897	....
1st Mortgage, (assumed).....	3,674,000	8* Feb. & Aug.	New York.	1898	....	Newburg & New York (Eric):	250,000	7 Jan. & July.	New York.	1890	....
2d Mortgage, "	1,815,000	7.3 " "	"	1898	....	1st Mortgage for \$600,000.....					
Milwaukee and St. Paul:						New Canaan:					
1st Mortgage.....	5,488,000	7 Jan. & July.	New York.	1893	93	1st Mortgage.....	75,756	7 April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer):	782,000	8 May & Nov.	"	1874	....	Newcastle and Beaver Valley:					
1st Mort. (Iowa and Minn. Div.):	3,92,000	7 Jan. & July.	"	1897	....	1st Mortgage for \$150,000.....	91,800	7 May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.):	208,000	7 " "	"	1897	....	New Haven and Darby:					
1st Mortgage (Iowa & Dak.):	1,008,000	7 " "	"	1897	....	1st Mortgage for \$150,000.....	150,000	7 May & Nov.	New Haven.	1883	....
1st Mortgage (P. du C.Div.):	3,674,000	8 Feb. & Aug.	"	1898	104	New H., Middleb't & Williamson:					
2d Mortgage (P du C.Div.):	1,315,000	7.3 " "	"	1898	94	1st Mort. for \$3,000,000, tax free.	2,200,000	7 May & Nov.	New Haven.	1890	....
2d Mortgage 370 miles.....	1,244,000	7 April & Oct.	"	1884	....	2d Mortgage for \$1,500,000.....	6 Jan. & July.	"	"	1891	....
Income Mortgage.....	20,000	7 Jan. & July.	"	1873	....	New H. & Northampton (Canal):					
Milwaukee City Loan.....	234,000	7 March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7 Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	247,000	7 Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6 April & Oct.	"	1890	....
Real Estate Purchase.....	148,500	7 various.	"	1891	....	1st Loan.....	300,000	6 Feb. & Aug.	New York.	1875	....
Encumbrances assumed.....	35,073	7 "	"	1891	....	2d Loan.....	450,000	6 " " "	"	1878	....
Mineral Point:						3d (State Loan):	100,000	6 " " "	"	1887	....
1st Mortgage, Dec. 21, 1868.....	320,000	10 Jan. & July.	New York.	1890	....	New Jersey Midland (N.Y.&O.M.):					
Minnesota and North Western:						1st Mortgage.....	3,000,000	7 Jan. & July.	New York.	1895	....
1st Mort. sinking fund.....gold	20,000pm	7* Jan. & July.	New York.	1895	....	2d Mortgage.....	400,000	7 " " "	"	1891	....
Mississippi Central:						New Jersey Southern:					
1st Mortgage (Miss. Con.):	1,554,000	7 May & Nov.	New York.	1873	....	1st Mortgage of Sept. 19, 1869.....	2,000,000	7 May & Nov.	New York.	1889	....
2d Mortgage (" "):	2,000,000	8 Feb. & Aug.	"	1876	....	1st Mortgage (Tom's Riv. Br.):	120,000	6 Feb. & Aug.	"	1890	....
1st Mort. (Miss. Cen. & Tenn.):	25,000	6 April & Oct.	"	1863	....	New Jersey West Line:					
Tennessee Loan bonds.....	1,278,900	6 Jan. & July.	"	1892	....	1st Mort. for \$3,000,000.....gold					
Mississippi, Ouachita & Red Riv.:						7* May & Nov.					
1st Mortgage.....gold	12,000pm	7 — & —	New York.	1890	....	New London Northern:					
Land Mort. (259,000 acres).....gold	1,000,000	7 — & —	"	1890	....	1st Mortgage.....	51,000	7 June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7 — & —	"	1890	....	1st Mortgage, Extended.....	3,000,000	7 March & Sept.	"	1885	....
Mississippi and Tennessee:						Consol. Mortgage.....	230,000	7 April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856.....	800,000	7 April & Oct.	New York.	1876	....	New O., Baton-Rouge & Vickab'g:					
Consolidated Mortgage of 1866.....	1,179,500	8 March & Sept.	"	1876	....	1st Mortgage.....	12,500pm	8* — & —	New York.	1910	....
Mississippi River:						2d Mort. endor. by Louis.....gold	12,005pm	8* — & —	"	1910	....
1st Mortgage.....	17,000pm	7 — & —	New York.	1890	....	N. Orleans, Jackson & Gt. NOrth.					
Mississippi, Iowa & Nebraska:						1st Mortgage of July 1, 1856.....gold	3,000,000	8* Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold		7* June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8* April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:						Income Mortgage o 1870.....gold	2,000,000	7* — & —	New Orleans.	1890	....
1st M. RR & land (U.P.S.B.)SF	4,145,000	6 Jan. & July.	New York.	1869	....	City Extension Mort.....gold	1,000,000	7* — & —	"	1890	....
1st M. (Teb & Nesho)S.F. gold	2,000,000	7* June & Dec.	"	1903	....	New Orleans, Mobile and Texas:					
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7* Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7* Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:						1st Mortgage, skg fd, 227 m. cur.	12,500pm	8 " " "	New York.	1915	....
1st Mortgage of Jan 1, 1869.....	5,000,000	10 Jan. & July.	New York.	1899	100	2d Mortgage on 227 miles.....cur.	12,500pm	8 " " "	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10 April & Oct.	"	1890	....	New Orleans and Selma:					
Missouri Valley (K.C.S. & J.C.B.):						1st Mort. endor. by Ala.....	16,000pm	8 Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7 Feb. & Aug.	Boston.	1893	....	New York and Boston:					
1st Mortgage "	1,000,000	7 " "	"	1893	....	1st Mortgage.....	3,000,000	7* May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:						New York Central:					
1st Mort. endorsed by Ala.....	16,000pm	8 Feb. & Aug.	New York.	1890	....	Debt Certif. & Premium Bonds	5,936,626	6 May & Nov.	New York.	1883	92
Mobile Lo'n\$1,500,000 end'd by Co.	1,500,000	8 — & —	"	1890	....	Bonds for Debts assumed.....	1,514,000	7 May & Nov.	"	1876	....
Mobile and Girard:						Bonds for B. & N. Falls R.R.S.:	76,000	6 Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7 Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6 " " "	"	1883	90
2d Mortgage, endorsed by Ala.....	199,000	7 — & —	Mobile.	1882	....	Bonds for real estate.....	162,000	6 " " "	"	1883	....
Plain Bonds.....	33,500	7 — & —	"	1882	....	Bonds and mortgages for R. E. B.	22,800	7 various.	"	var.	....
Mobile and Montgomery:						Bonds Convertible till Aug. 1, '69	195,000	7 Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8 May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6 June & Dec.	"	1887	91
Mobile and Ohio:						1st Mort. (Hudson Riv.R.R.):	200,000	7 Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8* May & Nov.	New York.	1882	....	2d Mort. (" ")S. F.	1,891,000	7 June & Dec.	"	1885	....
1st Mortgage.....Sterling	5,470,000	6* " "	London.	1882	....	3d Mort. (" " ")	180,000	7 May & Nov.	"	1875	....
Interest bonds (10 years).....	803,700	8 " "	New York.	1878	....	Conv. B'ds(" " ")	8,000	7 " " "	"	1867	....
Interest bonds 2nd issue.....	377,900	8 " "	"	1883	....	New York and Fort Lee (Eric):					
Interest bonds sterling.....	755,000	8* " "	London.	1883	....	1st Mortgage.....	20,000	7 Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8 various.	New York.	1883	....	New York & Flushing (F. & N.S.):					
Montgomery & Erie (Eric):						1st Mortgage.....	135,000	7 — & —	New York.	1876	....
1st Mortgage.....	177,000	7 Jan. & July.	New York.	1880	....	New York and Harlem:					
Montgomery and Eufala:						1st Mortgage of 1853.....	3,000,000	7 May & Nov.	New York.	1873	102
1st Mortgage of 1866, endorsed.....	640,000	8 March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7 June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed.....	300,000	.. June & Dec.	"	1900	....	Consolidated mortgage of 1863.....	1,767,000	6 Feb. & Aug.	"	1893	....
Montgomery & West Point (Wtn):						Sinking Fund mortgage of 1861.....	112,305	7 Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8 Jan. & July.	New York.	1890	....	Bonds of 1858, unsecured.....	106,000	7 " " "	"	1872	....
1st Mortgage.....	450,000	8 " "	"	1890	....	1st Mortgage.....	141,500	7 — & —	New York.	1889	....
1st Mortgage.....	298,000	8 " "	"	1876	....	1st Mortgage.....	1,059,500	6 April & Oct.	New York.	1875	....
2d Mortgage.....	254,000	8 " "	"	1881	....	New York & Oswego Midland:					
Income Mortgage.....	594,600	8 various.	Montgomery.	var.	....	1st Mort. for \$8,000,000.....gold	3,800,000	7* Jan. & July.	New York.	1894	....
Montreal & Champlain:						1st Mortgage.....	83,000	6 Feb. & Aug.	New York.	1873	....
1st Mortgage Sterling £181,400.	882,813	6 Jan. & July.	London.	1890	....	1st Mortgage.....	80,000	6 Feb. & Aug.	"	1878	....
2d Mortgage.....	370,000	8 " "	New York.	1879	....	1st Mortgage.....	512,000	7 Jan. & July.	"	1899	....
Morris and Essex:						Niles and New Lisbon:					
1st Mortgage, Sinking Fund.....	5,000,000	7 March & Sept.	New York.	1914	105	1st Mortgage.....	500,000	7 — & —	Philadelphia.	1889	....
2d Mortgage.....	3,000,000	7 Feb. & Aug.	"	1891	99	1st Mortgage, guaranteed.....	414,350	6 March & Sept.	Boston.	1854	....
Convertible bonds.....	600,000	7 Jan. & July.	"	1900	....	Norfolk & Petersburg (A.M. & O.):					
Construction bonds.....	3,584,000	7 Feb. & Aug.	"	1890	....	1st Mortgage.....	110,500	7 Jan. & July.	New York.	1877	....
Muscatine (South-Western):						1st Mortgage.....	396,000	8 " "	"	1877	....
1st Mortgage.....	330,000	7 Jan. & July.	Savannah.	1887	....	1st Mortgage.....	416,000	8 " "	Norfolk.	1893	....
Nashville and Chattanooga:						2d Mortgage for \$500,000.....					
1st Mortgage, endorsed by Tenn.	1,646,000	6 Jan. & July.	New York.	1890	....	North Carolina:					
1st Mortgage, not endorsed.....	23,000	6 " "	"	1890	....	Bonds of 1871.....	3,094	6 Jan. & July.	Shops, N. C.	1871	....
Tenn. State Loan.....	150,000	6 " "	"	1892	....	Bonds of 1865-'72.....	25,500	7 " "	"	1872	....
Tenn. State Loan (Jasper Br.):	245,000	6 " "	"	1900	....	Bonds of 1879-'98.....	286,500	8 " "	"	79-98	....
Nashville and Decatur:						North Eastern:					
1st Mort., Tenn. State Loan.....	2,629,042	6 Jan. & July.	New York.	1892	1st Mortgage.....	31,500	7 March & Sept.			

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	...	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	...
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	Peninsula (C. & N. W.):	855,000	7	March & Sept.	New York.	1898	...
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	...	1st Mortgage, guaranteed						
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	103	1st Mortgage	1,800,000	7*	May & Nov.	New York.	1899	...
Chattel Mortgage	360,000	10	April & Oct.	"	1877	...	Peninsular and New York:	1,500,000	7	June & Dec.	Philadelphia.	1896	96
2d Mortgage	1,246,000	7	May & Nov.	"	1896	99	1st Mortgage	1,500,000	7	"	"	1906	...
Northern Central:							Penobscot and Kennebec (M. C.):						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	...	1st Mortgage (Bangor Loan):	577,000	6	April & Oct.	Bangor.	1872	...
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	...	2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	...
3d Mortgage	1,223,000	6	April & Oct.	"	1900	...	Peoria & Bureau Val (C. R. I. & P.):	600,000	8	Jan. & July.	New York.	1877	...
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	91	1st Mortgage guaranteed	600,000	8	Jan. & July.	Boston.	1878	...
Consol. Mort. of July 1868	2,019,000	6*	"	"	1900	...	Peoria & Hannibal (C. B. & Q.):						
Income conv. of April 1, 1870...	475,000	7	April & Oct.	"	1880	...	1st Mortgage, tax free						
Northern New Hampshire:							Peoria, Pekin and Jacksonville:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	...	1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	...
Northern New Jersey (Erie):							2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1906	...
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	...	Peoria and Rock Island:						
Northern Pacific:							1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	...
1st Mort. on R. R. & lands...gold	50,000,000	7.3	Jan. & July.	New York.	1900	...	Perkiomen (Phila. & Rdg.):						
North Western Virginia:							1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	...
2d Mortgage (assumed B. & O.):	458,000	6	Jan. & July.	Baltimore.	1873	...	Perth Amboy and Woodbridge:						
3d Mortgage (" ")	140,000	6	"	"	1885	90	1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	...
Norwich and Worcester:							Petersburg:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	...	Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	...
Plain bonds	59,000	7	June & Dec.	"	1874	...	Mortgage Bonds	26,500	7	"	"	1866	...
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	...	Mortgage Bonds	266,500	8	"	"	79-'98	...
Construction bonds	250,000	7	Jan. & July.	"	1877	...	Philadelphia and Baltimore Cent.:						
New bonds of 1870	22,000	7	"	"	1890	...	1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia.	1879	...
Nyack and Northern:							1st Mortgage (Md. Div.):	300,000	6	"	"	1891	...
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Erie (Penn.):						
Oakland & Ottawa (D. & M.):							1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	...
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	...	2d Mortgage	3,000,000	7	Jan. & July.	"	1888	...
1st Mortgage (" ") dollar.	51,000	7	"	New York.	1873	...	3d Mortgage	3,598,000	6	"	"	1920	...
Ogdensburg and Lake Champlain:							1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1877	...
1st Mort. conv. into pref. stock.	4,600	7	Jan. & July.	Boston.	1869	...	Philadelphia, Germania, & Norist:						
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	...	1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	...
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86	Philadelphia and Reading:						
Ohio and Mississippi:							Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	...
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872	...	Debenture Loan of 1868	1,121,000	6	"	"	1893	...
1st Mortgage, (W. Div.):	856,000	7	"	"	1872	...	Debenture Loan of 1870	2,625,000	7	"	"	1890	...
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	...	Mortgage Loan of 1867, conv.	143,500	6	"	"	1886	...
Income Mort. (W. Div.):	221,500	7	April & Oct.	"	1882	...	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	...
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882	...	Mortgage Loan of 1866	2,700,000	7	April & Oct.	"	1883	106
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	93	Sterling Loan of 1866	182,400	5	Jan. & July.	London.	1880	...
Consolidated Mort. (sterling):	101,850	7	"	"	1898	...	Sterling Loan of 1843	976,800	6	"	"	1880	...
Oil Creek and Allegheny River:							Sterling Loan of 1836	268,000	7	"	"	1882	...
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87	Philadelphia, Wilmington & Balt.:						
1st Mortgage	580,000	7	April & Oct.	"	1882	...	Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	...
1st Mortgage	200,000	7	June & Dec.	"	1871	...	Plain Bonds	600,000	6	April & Oct.	"	1871	...
2d Mortgage	71,000	7	May & Nov.	"	1871	...	Plain Bonds	400,000	6	"	"	1876	...
Consolidated Mortgage	819,000	7	"	"	1888	...	Plain Bonds	1,000,000	6	"	"	1887	...
Old Colony and Newport:							Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	...	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	...
Plain Bonds	1,000	6	March & Sept.	"	1874	...	2d Mort. conv. (Steubenv. & Ind.):	3,820,000	6	March & Sept.	"	...	83
Plain Bonds	485,000	6	April & Oct.	"	1875	...	Pittsburg & Connellville (B. & O.):						
Plain Bonds	1,000,000	6	March & Sept.	"	1876	...	1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1598	94
Plain Bonds	34,000	6	"	"	1884	...	2d Lie. Salt. Bond	1,000,000	6	Feb. & Aug.	New York.	1886	...
Omaha and Southwestern:							Turtle Creek Div. bond	400,000	6	Feb. & Aug.	Baltimore.	1598	...
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890	...	Real Estate bonds	100,000	6	various.	Baltimore.	1883	...
Orange, Alexandria & Manassas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	1st Mortgage (Series A.):	875,000	7	Jan. & July.	New York.	1912	106
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	80	1st Mortgage (Series B.):	875,000	7	Feb. & Aug.	"	1912	...
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series C.):	875,000	7	March & Sept.	"	1912	...
4th Mort.	574,000	8	March & Sept.	Alexandria.	1880	86	1st Mortgage (Series D.):	875,000	7	April & Oct.	"	1912	...
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80	1st Mortgage (Series E.):	875,000	7	May & Nov.	"	1912	...
Va. State Loan	249,962	7	"	"	1893	...	1st Mortgage (Series F.):	875,000	7	June & Dec.	"	1912	...
Osage Valley & Southern Kansas:							2d Mortgage (Series G.):	960,000	7	Jan. & July.	"	1912	100
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	"	1912	...
Oswego and Rome (B. W. & O.):							2d Mortgage (Series I.):	860,000	7	March & Sept.	"	1912	...
1st Mortgage, guar.	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series K.):	860,000	7	April & Oct.	"	1912	...
Income Mortgage, guar.	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series L.):	860,000	7	May & Nov.	"	1912	...
Oswego and Syracuse D. L. & W.:							2d Mortgage (Series M.):	860,000	7	June & Dec.	"	1912	...
1st Mort. guaranteed	112,000	7	May & Nov.	New York.	1890	...	3d Mortgage	2,000,000	7	April & Oct.	"	1912	94
2d Mort. guaranteed	375,000	7	"	"	1885	...	Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	...
Otawa, Osw. & Fox R. V. (C. B. & A.):							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	...
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	...	Construction bonds of Jan. 1, 1870	100,000	7	Jan. & July.	"	1877	...
Owensboro' and Russellville:							Port Huron & Lake Michigan:						
1st Mort.	200,000	6	April & Oct.	New York.	1886	...	1st Mortgage of May 1, 1869....	1,600,000	7	May & Nov.	New York.	1899	...
Pacific of Mo.:							Portland and Kennebec:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	...	1st Mort. (K. & P. R. R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	...
1st Mortgage....gold	7,000,000	7	Jan. & July.	"	1880	...	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	...
Real Estate Bonds....	500,000	10	various.	St. Louis.	var.	...	1st Mort. (P. & K. R. R.) Apr. 1, 1865	700,700	6	"	"	1895	...
St. Louis County Loan....	700,000	6	Feb. & Aug.	"	71-'73	...	Portland loan....	100,000	6	— & —	Portland.	...	...
Panama:							Stock certificates (Yarmouth)....	202,400	6	April & Oct.	Portland.	...	...
Sterling Bonds £152,775 at 4.8%	740,959	7	Feb. & Aug.	London.	1872	...	Portland and Oxford Central:						
Sterling Bonds £19,350 at 4.85%	93,547	7	April & Oct.	"	1875	...	1st Mortgage of 1868....	250,000	6	— & —	Portland.	1883	...
Sterling Bonds £697,800 at 4.85%	3,869,530	7	"	"	1897	...	1st Mortgage of 1868....	250,000	6	— & —	Portland.	1883</	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.			
Reading and Columbia (P. & R.): 1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	...	Savannah and Charleston: 1st Mortgage (Sav. & Char. R.R.)	\$400,500	7	Jan. & July.	New York.	1889	
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	...	Bonds (C. & S.R.R.) guar. by S.C.	506,000	6	March & Sept.	"	1889	
Rensselaer and Saratoga: 1st Mortgage.....	150,000	7	Jan. & July.	New York.	1873	...	Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	
2d Mortgage.....	300,000	7	"	"	1880	...	Savannah and Memphis: 1st Mort. guar. by Ala. gold	16,000pm	8*	May & Nov.	New York.	1890	
3d Mortgage.....	150,000	7	"	"	1887	...	Schenectady and Susquehanna: 1st Mortgage tax free.... gold	250,000	7*	Jan. & July.	New York.	1900	
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	...	Schuylkill and Susquehanna: 1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	
1st Mort. (C. & R.) assumed.....	500,000	7	May & Nov.	"	1890	...	Scioto & Hocking Valley (M. & C.): 1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	
1st Mortgage (G. F. Br.) assumed.....	125,000	7	Jan. & July.	"	1894	...	Seaboard and Roanoke: 1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	
Richmond and Danville: Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	...	1st Mortgage, guar. by Ala. gold	16,000pm	8*	— & —	New York.	1890	
1st Mortgage guar. by Va.	158,100	6	"	"	1875	...	1st Mortgage, guar. by Ala. gold	16,000pm	8*	March & Sept.	New York.	1889	
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	75-'90	...	1st Mortgage (3d series).....	796,830	6	various.	— & —	var	
4th Mortgage.....	64,500	6	—	Richmond.	73-'75	...	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	
Bonds to Roanoke Val. R.R. Co.	129,000	6	Feb. & Aug.	"	71-'76	...	2d Mortgage.....	6,000,000	7	— & —	"	"	
Richmond and Petersburg: Mortgage (old) various.....	161,296	var	various.	N. Y. & Rich.	var	...	1st Mortgage, guar. by Ala. gold	200,000	7	March & Sept.	New York.	1880	
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	...	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	
Richmond and York River: 1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	...	Sheyboygan and Fond du Lac: 1st Mortgage.....	750,000	7	June & Dec.	New York.	1894	
Roanoke Valley (R. & Dan.): 1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	...	1st Mortgage, Allegheny: 1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	
Rochester & Genesee Val. (Erie): 1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	...	Shenango and Allegheny: 1st Mort. of Oct. 1, 1869.....	200,000	7	March & Sept.	New York.	1880	
Rockford, R. Island & St. Louis: 1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	...	Shore Line (N. Y. & N. H.): 1st Mortgage, guaranteed.....	1,628,000	6*	Jan. & July.	New York.	1898	
Rocky River: 1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	...	2d Mortgage (U.S. subsidy) cur	1,628,320	6	"	"	1898	
Rome, Watertown & Ogdensburg: 1st Mortgage (general) skg Fund	632,500	7	June & Dec.	New York.	1891	...	1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	...	
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1880	...	1st Mortgage, June 1, 1871.... gold	450,000	7	June & Dec.	Boston.	1891	
1st Mort. (Potsdam & Water.).	345,500	7	June & Dec.	"	'72-'74	...	South Carolina: Sterling Loan Bonds.....	1,492,011	5*	Jan. & July.	London.	'78-'88	
Rondout and Oswego: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	...	Domestic Bonds (H) 1866-'67....	306,500	7	April & Oct.	Charleston.	'71-'72	
Rutland (Verm. Central): Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	...	Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"	'73-'74	
Equip. Bonds of Sept. 1, 1870... .	500,000	8	March & Sept.	"	1880	100%	Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	'88-'91	
Rutland & Burlington (Rutland): 1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	...	Domestic Bonds (special) Sep. '66....	76,000	6	Jan. & July.	"	'80-'92	
2d Mort. conv. into com. stock..	67,000	7	"	"	1863	...	Real Estate Mortgage.....	80,732	7	various.	"	'71-'91	
Saint Croix and Penobscot: 1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	...	Mortgage, Jan. 1868 (L.):	800,500	7	Jan. & July.	New York.	'82-'88	
2d Mort. (" " ").	17,500	6	"	"	1879	...	South Georgia & Florida (A. & G.): 1st Mort. assumed by At&l. Gulf	464,000	7	— & —	New York.	1890	
Calais Loan to Lewey's Is'l. R.R.	130,000	6	June & Dec.	"	1876	...	2d Mort.	200,000	7	— & —	"	"	
St. Joseph & C.B. (K.C. St. J. & C.B.): 1st Mortgage (80 m. in Missouri)....	1,400,000	10	March & Sept.	Boston.	1892	...	South Mountain Iron: 1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	
2d Mortgage (" " ").	339,500	8	June & Dec.	"	1874	...	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	
St. Joseph & Denv. C. (E.D. 112m.): 1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102	...	South and North Alabama: 1st Mort., endor. by Ala., tax free.....	22,000pm	8*	Jan. & July.	New York.	1890
St. Joseph & Denv. C. (W.D. 162m.): 1st M. R.R. lands of M'y 14, '70, free	5,600,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97%	...	South Pacific (At&l. & Pac.): 1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888
St. Lawrence & Industry (Cen.): 1st Mortgage, 50,000 to 500,000....	250,000	8	Feb. & Aug.	London.	1887	...	South Shore (Mass.): 1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	
St. Louis, Alton and Terre Haute: 1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	99%	...	South Side (L. 1.): 1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	86	...	2d Mortgage, Va. (A.M. & O.): 1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	...	1st Mort., consol. 2d pref.	619,300	6	"	"	'84-'90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	78	...	4th Mortgage, consol. 3d pref.	458,100	6	"	"	'84-'90
Equipment Mortgage.....	1,700,000	7	"	"	1894	78	...	Va. State Loan (net)	708,102	6	"	"	long
St. Louis, Coun. Bluffs & Omaha: 1st Mortgage, guaranteed.... gold	300,000	10	March & Sept.	"	1894	...	Southera Central: 1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	
St. Louis and Iron Mountain: 1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	...	Southern Iowa and Cedar Rapids: 1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	
St. Louis, Jacksonville & Chicago: 1st Mortgage of Mar. 14, 1864....	2,365,000	7	April & Oct.	New York.	1894	...	Southern Minnesota: 1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	"	1898	...	1st Mort. for \$28,000,000 gold	6*	Jan. & July.	New York.	1901		
St. Louis, Lawr. & Denv. (P. & M.): 1st Mortgage, guaranteed.... gold	1,020,000	6*	Jan. & July.	New York.	1901	...	Southern (Cal.) Pacific: 1st Mortgage for \$28,000,000 gold	571,500	7*	March & Sept.	Philadelphia.	1890	
St. Louis and Santa Fe: 1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	...	1st Mort., March 1, 1870.... gold	80,000	7*	"	"	1880	
St. Louis and South Eastern: 1st Mort. skg fund conv.... gold	3,250,000	7	May & Nov.	New York.	'94-'96	...	2d Mort. Sept. 1, 1870.... gold	571,500	7*	— & —	Philadelphia.	1890	
St. Louis and St. Joseph (N. Mo.): 1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	7	May & Nov.	New York.	1893	...	Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	
St. Louis, Van. & T. H. (T.H. & L.): 1st Mortgage, S. F., guaranteed..	1,900,000	7	Jan. & July.	New York.	1897	...	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	...	
2d Mortgage, S. F., guaranteed..	2,000,000	7	April & Oct.	1887	...	...	Spartanburg and Union: 1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	...
St. Paul and Chicago (M. & St. P.): 1st Mort. of 1870.... gold	3,000,000	7*	J. A. J. & O.	New York.	1900	...	1st Mortgage, endorsed....	198,370	7	"	"	1880	
St. Paul and Pacific 1st Division: 1st Mort. (St. P. to St. Antn. 10m.)	120,000	8	March & Sept.	New York.	1892	...	Springfield & Illinois S. Eastern: 1st Mortgage.... gold	15,000pm	7*	Jan. & July.	New York.	1890	
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	...	Staten Island: 1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	"	1892	...	1st Mortgage.....	350,000	7	— & —	New York.	1874	
General Mort. R.R. & L. \$2,020,000	780,000	7	Jan. & July.	"	---	...	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1875	
General Mort. R.R. & L. \$2,020,000	780,000	7	Jan. & July.	London.	---	...	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	Boston.	1880	
1st M. (W. Line & L.) for \$3,000,000....	780,000	7	— & —	New York.	---	...	Sullivan and Erie: 1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	
2d M. (W. Line & L.) for \$6,000,000....	780,000	7	— & —	"	---	...	Summit Branch: 1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	
St. Paul and Sioux City: Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	---	...	1st Mortgage.....	201,000	6	Jan. & July.	New York.	1886	
Salem (W. J. Jer.): 1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	...	1st Mortgage.....	200,000	6	— & —	New York.	...	
Salem and Lowell (B. & L.): 1st Mortgage guar.....	225,900	6	Feb. & Aug.	Boston.	1878	...	1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	...	
Sand, Mansfield & Newark (B&O): 1st Mortgage guar. by B. & O.	2,307,400	7	Jan. & July.	Baltimore.	1909	...	Syracuse, Bing. & N.Y. (D.L&W.): 1st Mortgage.....	1,675,825	7	April & Oct.	New York.	1877	
Saratoga & Whitehall (R. & S.): 1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	...	Tebo and Neosho (M. K. & T.): 1st Mort. assumed by M. K. & T.	2,000,000	7*	June & Dec.	New York.	1903	
Savannah, Griffin & North Ala.: 1st Mort. of Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	1891	...	Terre Haute & Indianapolis: 1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Tioga:											
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872		Western Union (M. & St. P.):				
Toledo, Peoria and Warsaw:							1st Mortgage for \$6,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	89					1896
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896		West Jersey:				
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	78	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.
Equipment sinking fund.....	406,000	8	Jan. & July	"	1879		1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"
Toledo, Wabash and Western:							Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	"
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1900	95	West Shore Hudson River:				
1st M. (L. Erie, W. & St. L. 167 m.)...	2,500,000	7	"	"	1900		1st Mortgage.....	676,300	7	— & —	New York.
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	"	1878	91					
2d Mort. (Wab. & West. 167 m.)....	1,500,000	7	"	"	1871		West Wisconsin:				
Equip'mt Bonds (T. & W. 75m.)....	600,000	7	"	"	1883		1st M. L. G. stg. conv. £200,000.....	7	Jan. & July.	N.Y. or Lond.	
Consol. M. (T. W. & W. 500 m.)....	2,700,000	7	F. M. A. & N.	"	1907		Wicomico and Pocomoke:	200,000	6	Jan. & July.	Philadelphia.
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	88	1st Mortgage.....	350,000	8	May & Nov.	New York.
Troy and Boston:							Williamston and Tarboro:				
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887		1st Mortgage coupon.....	350,000	8	May & Nov.	New York.
2d Mortgage.....	300,000	7	April & Oct.	"	1885		Wilm., Charlotte & Rutherford:				
3d Mortgage.....	650,000	7	May & Nov.	"	1875		1st mortgage.....	1,000,000	8	Jan. & July.	New York.
Convertible Bonds.....	648,000	7	"	"	1882		1st Mortgage, endor. by N. Car.	1,00,000	8	"	"
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Reading:				
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894		1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.
Troy Union:							2d Mortgage.....	262,200	7	Jan. & July.	"
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		Wilmington and Weldon:				
2d Mortgage, guaranteed.....	380,000	6	"	"	1878		Sterling Loan.....	576,888	6	Jan. & July.	London.
Union Pacific:							Sterling Loan.....	197,777	7	May & Nov.	"
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	1855		Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.
1st Mort. L. G. (12,000,000 acres)....	9,594,000	7	April & Oct.	Boston.	1859		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	88	2d Mortgage.....	12,000pm	7	May & Nov.	"
2d Mortgage (U. S. subsidy)....	27,236,512	6	Jan. & July.	N.Y. & Boston	1855	84					
Union Pacific-Central Branch:											
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895						
2d Mortgage (U. S. subsidy)....	1,600,000	6	Jan. & July.	"	1895						
Union Pacific-E. D. (see K. Pac.):											
Union Pacific-S. Br. (M. K. & T.):											
let M.R.R. 342 m. & 1,300,000 acres											
Union and Titusville:											
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890						
Utica and Black River:											
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878						
Vermont Central:											
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	88					
2d Mortgage.....	1,500,000	7	"	"	1891	41					
Equip. Loans of 1866-67.....	1,000,000	8	May & Nov.	"	1889	100					
1,000,000	8	"	"	"	1889	102					
Stanstead-Shefford & Cham. b'd's	500,000	7	Jan. & July.	"	1887						
Guar. Stock (Vt. & Co.).	2,000,000	8	June & Dec.	"	1888						
Vermont and Massachusetts.											
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883						
Convertible tax free, bonds.....	200,000	7	"	"	1879						
Vermont Valley (Vt. Central):											
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860						
1st Mortgage.....	114,000	6	"	Boston.	1860						
1st Mortgage.....	293,200	7	"	New York.	1869						
Vicksburg and Meridian:											
General Mort. 1st series (red)....	722,500	7	Jan. & July.	Philadelphia.	1890						
" " 2d series (blue)....	850,000	7	"	"	1890						
" " 3d series (black)....	154,000	7	"	"	1890						
" " (not endorsed)....	1,263,000	7	April & Oct.	"	1890						
Special Loan.....	225,435	8	Jan. & July.	"	1890						
Vineland:											
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890						
Virginia Central see "Chesa & O.":											
Virginia & Tennessee (A. M. & O.):											
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873						
2d Mortgage.....	4,000	6	"	"	1869						
3d Mortgage.....	990,000	6	"	"	1884						
Income Mortgage.....	138,500	6	"	"	1866						
4th Mortgage.....	846,000	8	"	"	1860						
Registered Certificates.....	116,12	8	"	"	Richmond.						
Interest Funding Bonds.....	204,200	8	"	"	New York.	1880					
Wallkill Valley (Erie):											
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1884						
W. R. River (N. & L.):											
1st Mortgage for \$1,000,000.....	230,300	7	Jan. & July.	Boston.	1890						
Warren (D. L. & W.):											
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875						
Warwick Valley (Erie):											
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880						
Washington and Ohio:											
1st Mortgage 1868 for \$5,000,000.....		7	May & Nov.	New York.	1898						
Watertown & Rome (R. W. & O.):											
1d Mortgage.....	3,000	7	March & Sept.	New York.	1871						
Sinking Fund.....	736,900	7	"	"	1880						
Westchester and Philadelphia:											
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873						
3d Mortgage (8e compromised).....	557,400	6	April & Oct.	"	1878						
Western Alabama:											
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900						
1st Mortgage (before consolid.)....	600,000	8	"	"	1888						
1st Mortgage M. & W. Point R. R.	750,000	8	Jan. & July.	"	1881						
Western (B. & Albany):											
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871						
Albany Loan (A. & W. Stockb'dge)....	500,000	6	Jan. & July.	Boston.	1876						
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	100					
Western Maryland:											
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890						
2d Mortgage preferred.....	600,000	6	"	"	1890						
Bonds endorsed by Balt.....	600,000	6	"	"	1890						
Bonds (July 1, 1870) endor. by B.	1,400,000	0	"	"	1890						
Western North Carolina (E.D.):											
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890						
Western Pennsylvania (Penn.):											
1st Mortgage, (E. Div.) guar.....	400,000	6	April & Oct.	Philadelphia.	1893						
1st Mortgage (Pittsb. Div.) guar.....	1,600,000	6	Jan. & July.	"	1898						
Western Union (S. F.):											
1st Mortgage.....	4,584,000	7	May & Nov.	New York.	1876						
2d Mortgage.....	89,500	7*	Jan. & July.	"	1873						

RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

In several ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash ("—") across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics."

Stateaid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad	Rolling Stock.			Properties and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.				
	Car.	Freight.	Pass.	Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Bonds.	Stocks.	Passenger.	Freight.	Carried one mile.	Net	Gross.	Dividends.	Market.	Par.			
Sept. 30, 1869 37.0	0.5	1	1	16	Adirondac	.....	New York	1,938,629	.....	4,188,000	.....	.....	.....	.....	.....	.....	1,688	100	
June, 30, 1869 70.0	0.5	23.0	1	21	Alabama and Chattanooga	.....	Alabama	388	1,185,162	2,149,200	4,175,000	26.0	21,132	258,735	26.611	237,333	100		
Sept. 30, 1869 142.0	13.2	21	24	7	Albany and Susquehanna	1.	Albama	22	10	2,108,560	8,150,564	12.0	421,816	9,214,650	7,620,100	697,846	119,162	100		
Jan. 31, 1870 132.0	22.0	45.0	22	10	Allegheny Valley	.....	Pennsylvania	7,918,332	.....	30,000,000	2,000,000	132.0	1,029,000	7,620,100	7,620,100	5,000,000	1,000,000	100	
June, 30, 1869 26.5	6.0	4.9	7	3	Androscoggin	.....	Maine	566,000	.....	426,000	.....	68.0	1,080,000	1,080,000	1,080,000	500,000	500,000	100	
Nov. 30, 1869 23.0	1.8	1.8	1.8	14	Atlanta and West Point	.....	New Hampshire	566,000	.....	246,018	150,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
June, 30, 1869 86.7	8.3	8.3	8.3	14	Atlanta and Great West	.....	Alabama	1,260,233	.....	1,222,200	47,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
June, 30, 1869 387.3	32.0	32.0	32.0	21	Atlantic and Gulf	1.	Alaska	1,185,162	.....	30,000,000	2,000,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
Dec. 31, 1869 237.0	48.7	16.0	16.0	31	Atlantic and Gulf	1.	Alaska	1,185,162	.....	30,000,000	2,000,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
May 31, 1869 94.0	5.0	5.0	5.0	9	Atlantic and Gulf	1.	Alaska	576,188	.....	3,940,459	2,000,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
Dec. 31, 1869 149.0	1.6	1.6	1.6	3	Atlanta and Gulf	1.	Alaska	576,188	.....	2,464,940	200,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
Sept. 30, 1869 14.5	1.5	1.5	1.5	45	Atlanta and S. Carolina	1.	Alaska	7,178,960	.....	1,184,250	1,000,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
Sept. 30, 1869 316.0	5.0	5.0	5.0	2	Atlanta and S. Carolina	1.	Alaska	7,178,960	.....	1,184,250	1,000,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
Sept. 30, 1869 316.0	8.0	8.0	8.0	316	Avon, Geneva and Mount Morris	1.	N.Y.	24,186,288	5,029,461	15,186,945	711,371	16,267,862	15.6	1,024,777	610,925	610,925	500,000	500,000	100	
Sept. 30, 1869 30.0	30.0	30.0	30.0	.....	Baltimore and Ohio	1.	Alaska	24,186,288	5,029,461	15,186,945	711,371	16,267,862	15.6	1,024,777	610,925	610,925	500,000	500,000	100
Sept. 30, 1869 103.5	0.4	0.4	0.4	163	Washington Branch	1.	Alaska	1,680,000	.....	1,184,250	1,000,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
Sept. 30, 1869 260.0	20.0	20.0	20.0	8	Wardsburg Branch	1.	Alaska	1,680,000	.....	1,184,250	1,000,000	12.0	1,024,777	610,925	610,925	500,000	500,000	100	
Dec. 31, 1869 86.0	8.0	8.0	8.0	23	Bay of Nogent and Marquess	1.	Alaska	1,791,776	.....	289,806	51,671	1,45,000	125,000	173,601	500,000	500,000	500,000	500,000	100
Dec. 31, 1869 67.0	5.0	5.0	5.0	3	Baldwired Delaware	1.	Alaska	594,682	.....	696,800	2,244,500	16,292,000	700,000	500,000	500,000	500,000	500,000	100	
Dec. 31, 1869 67.0	5.0	5.0	5.0	4	Berkshire and Rutland	1.	Alaska	1,125,000	.....	696,800	2,244,500	16,292,000	700,000	500,000	500,000	500,000	500,000	100	
Sept. 30, 1869 15.6	15.6	15.6	15.6	52	Boston and Providence	1.	Alaska	571,980	.....	696,800	2,244,500	16,292,000	700,000	500,000	500,000	500,000	500,000	100	
Sept. 30, 1869 20.4	20.4	20.4	20.4	20	Blossburg and Corning	1.	Alaska	682,346	.....	696,800	2,244,500	16,292,000	700,000	500,000	500,000	500,000	500,000	100	
Sept. 30, 1869 20.4	20.4	20.4	20.4	21	Boston, Clinton and Fitchburg	1.	Alaska	1,185,162	.....	250,000	10,153,800	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Mar. 31, 1869 93.5	30.8	9.2	9.2	17	Boston, Concord and Montreal	1.	Alaska	1,185,162	.....	250,000	10,153,800	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Sept. 30, 1869 112.5	112.5	112.5	112.5	21	Boston, Hart and Erie	1.	Alaska	2,850,000	.....	367,539	131,750	1,800,000	1,650,000	15,824	300,000	300,000	100	100	100
Sept. 30, 1869 10.8	10.8	10.8	10.8	32	Boston and Lowell	1.	Alaska	780,000	618,198	529,882	2,215,000	255,000	354,944	112,500	300,000	300,000	100	100	100
Sept. 30, 1869 74.3	74.3	64.3	64.3	46	Boston and Washington	1.	Alaska	2,015,000	.....	712,051	16,292,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Sept. 30, 1869 61.3	61.3	61.3	61.3	52	Buffalo, Erie and Washington	1.	Alaska	2,015,000	.....	712,051	16,292,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Sept. 30, 1869 74.3	74.3	64.3	64.3	53	Bufford and Pitkin	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Oct. 31, 1869 43.2	43.2	43.2	43.2	47	Burnham and Co.	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Oct. 31, 1869 161.2	21	10.1	10.1	47	Burnham and Co.	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 161.2	21	10.1	10.1	31	Burnham and Co.	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Sept. 30, 1869 16.0	16.0	16.0	16.0	130	Buffalo, New York and Erie	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	140	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	141	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	142	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	143	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	144	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	145	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	146	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	147	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	148	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	149	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	150	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	370,617,576	42,000	42,000	100
Dec. 31, 1869 16.0	16.0	16.0	16.0	151	Burnside and Rogers	1.	Alaska	1,683,900	.....	504,422	2,215,000	1,764,520	2,485,621	2,390,500	20,361,756	3			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

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Railroad.	Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.
	Car.	Cars.	Companies.	Assets.	Stocks.	Bonds.	Accounts.	Passenger.	Gross.	Net.	
Oct. 31, 1869	40.0	274.6	Lackawanna and Bloomsburg ^Y Pennsylvania.	560,000	810,680	1,338,000	2,000,000	125,000	80.0	766,046	960,832
Jun. 30, 1869	37.0	3,713,80.0	Lake Erie and Louisville ^Y Ohio & Indiana.	905,910	1,121,600	1,121,600	500,000	416,652	37.0	297,738	356,659
Dec. 31, 1869	540.0	406,422	Lake Superior & Mich. S. Y. P. & O. Ind. Ill.	42,172,900	7,767,545	35,000,000	23,313,000	416,652	983.9	608,480	460,738
Dec. 31, 1869	75.0	31.0	Lake Superior and Mississippi ^Y Minnesota.	116,000	4,500,000	5,000,000	4,500,000	150.3	1,298,387	12,945,598	
Oct. 31, 1869	145.0	30.8	Lehigh and Susquehanna ^Y Pennsylvania.	111,160	4,500,000	4,500,000	4,500,000	160.3	1,298,387	14,960	
Oct. 31, 1869	145.0	30.8	Lehigh Valley ^Y Pennsylvania.	13,481,241	4,406,118	4,573,500	4,456,189	209.5	2,229,474	4,986,951	
Nov. 30, 1869	6.6	2.0	Lexington and Arlington ^Y Massachusetts.	230,758	82,360	241,200	42,000	6.6	25,960	880,705	35,823
Dec. 31, 1869	13.0	0.7	Little Miami and Big Sandy ^Y Kentucky.	15.0	15.0	15.0	15.0	15.0	15.0	42,108	4,277
Jun. 30, 1869	94.2	47.9	Little Miami and Col. & Xenia (Joint) ^Y Ohio.	3,887,854	425,630	3,572,400	1,480,000	1,186.5	1,065	1,708,708	662,298
Jun. 30, 1869	119.5	71.0	Little Schuylkill ^Y Pennsylvania.	7,786,469	*	1,065	1,065	1,065	1,065	1,708,708	662,298
Oct. 31, 1869	28.3	24.7	Long Island and Sea-Shore ^Y New York.	1,146,288	915,638	2,046,100	1,910	785,500	112,927	1,030,240	8,60
Sept. 30, 1869	94.0	10.0	Long Island, Cincinnati and Lexington ^Y Kentucky.	4,223,153	401,311	1,781,000	1,225,000	120.0	393,404	18,773,860	10,136,200
Jun. 30, 1870	93.5	14.7	Louisville and Nashville ^Y Kentucky.	6,920,251	*	156,741	50,718	2,427,183	350,327	171.1	620,905
Jun. 30, 1870	186.0	38.5	Lowell and Lawrence ^Y Massachusetts.	36,900	3,455,991	1,171,680	8,600,910	8,600,465	11,620	1,745,916	5,165,165
Sept. 30, 1870	12.4	2.3	Lykens Valley ^Y Pennsylvania.	368,158	*	156,741	50,718	2,427,183	350,327	171.1	620,905
Oct. 30, 1870	12.4	2.3	Macon and Brunswick ^Y Georgia.	160,000	20,000	16,133	6,000,000	6,000,000	6,700	11,620	2,427,183
Dec. 31, 1869	165.0	10.0	McMinnville and Western ^Y Tennessee.	12,300	111,212	2,000,000	49,576	185,638	10,000	10,000	10,000
Nov. 30, 1869	102.5	11.3	McMinnville and Broad Mountain ^Y Tennessee.	82,500	*	88,070	2,055,015	250,000	217,907	12,38.5	1,065
Dec. 31, 1869	84.2	7.1	Maine Central and Northern ^Y Maine.	2,272,344	*	212,322	49,560	1,639,500	237,480	123.8	1,065
Dec. 31, 1869	10.0	10.9	Manchester and Lawrence ^Y Massachusetts.	4,121,160	*	212,324	49,560	1,639,500	237,480	123.8	1,065
Dec. 31, 1869	10.0	10.0	Manchester and North-West ^Y New Hampshire.	1,000,000	22,989	1,000,000	90,614	90,614	20.0	81,204	1,065
Mar. 31, 1869	92.2	2.9	Marlboro and Cincinnati ^Y Ohio.	2,022,446	*	546,245	1,469,595	14,620,866	6,324,386	1,437,819	1,422,004
Mar. 31, 1870	18.0	1.6	Marietta and Cincinnati ^Y Ohio.	20,226,479	*	1,296,007	398,180	13,227,725	4,110,837	1,437,819	1,422,004
Dec. 31, 1869	180.0	86.0	Maryland and Delaware ^Y Maryland and Delaware.	349,361	*	1,296,007	398,180	13,227,725	4,110,837	1,437,819	1,422,004
Jun. 30, 1870	272.0	19.0	Maryland and Charles Town, Miss. & Ala.	7,401,286	248,848	630,814	1,016,320	1,016,320	201.0	954,510	1,437,819
Jun. 30, 1870	272.0	19.0	Memphis and Chattanooga ^Y Tennessee.	3,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,437,819	1,437,819
Jun. 30, 1870	180.0	10.0	Memphis, Clarksville, and Ohio ^Y Tennessee.	3,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,437,819	1,437,819
Jun. 30, 1870	120.0	10.0	Michigan Air-Jine ^Y Michigan.	1,296,007	*	1,296,007	398,180	13,227,725	4,110,837	1,437,819	1,437,819
Dec. 31, 1869	15.0	9.0	Michigan Central and Northern ^Y Michigan.	285,000	*	1,296,007	398,180	13,227,725	4,110,837	1,437,819	1,437,819
Dec. 31, 1869	22.0	2.9	Michigan Central and Northern ^Y Michigan.	1,000,000	*	1,296,007	398,180	13,227,725	4,110,837	1,437,819	1,437,819
Dec. 31, 1869	12.0	2.3	Michigan Central and Northern ^Y Michigan.	1,000,000	*	1,296,007	398,180	13,227,725	4,110,837	1,437,819	1,437,819
Dec. 31, 1869	13.0	0.6	Middleton and New Brunswick ^Y New Jersey.	113,404	*	1,296,007	398,180	13,227,725	4,110,837	1,437,819	1,437,819
Jun. 30, 1870	22.0	1.0	Milwaukee and St. Paul ^Y Wisconsin.	2,229,000	*	17,967,500	11,732,500	11,732,500	11,732,500	11,732,500	11,732,500
Oct. 31, 1869	120.0	10.0	Mine Hill and Schuykill Haven ^Y Pennsylvania.	3,313,957	*	3,826,450	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1869	15.0	9.0	Mineral Point and West Point ^Y Alabama.	1,520,000	*	3,826,450	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
May 31, 1870	57.5	5.0	Mississippi and Texas ^Y Mississippi.	1,944,756	*	3,826,450	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1869	180.0	10.0	Mississippi and Texas ^Y Mississippi.	1,944,756	*	3,826,450	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sept. 30, 1869	92.2	4.9	Mobile and Ohio ^Y Alabama.	1,000,000	*	6,707,982	1,245,000	1,245,000	1,245,000	1,245,000	1,245,000
Dec. 31, 1869	83.5	4.4	Mobile and Ohio ^Y Alabama.	1,000,000	*	6,707,982	1,245,000	1,245,000	1,245,000	1,245,000	1,245,000
Dec. 31, 1869	44.0	2.0	Mobile and Ohio ^Y Alabama.	1,000,000	*	6,707,982	1,245,000	1,245,000	1,245,000	1,245,000	1,245,000
Dec. 31, 1869	14.0	0.6	Mobile and Ohio ^Y Alabama.	1,000,000	*	6,707,982	1,245,000	1,245,000	1,245,000	1,245,000	1,245,000
Dec. 31, 1869	14.0	0.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	6,707,982	1,245,000	1,245,000	1,245,000	1,245,000	1,245,000
Oct. 31, 1869	23.0	2.6	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	6,707,982	1,245,000	1,245,000	1,245,000	1,245,000	1,245,000
Dec. 31, 1869	67.0	4.4	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	6,707,982	1,245,000	1,245,000	1,245,000	1,245,000	1,245,000
Feb. 28, 1870	28.4	9.7	Montgomery and West Point ^Y Alabama.	2,444,767	283,650	33,477	1,644,234	1,644,234	1,644,234	1,644,234	1,644,234
Aug. 31, 1869	236.0	3.0	Morris and Essex ^Y New Jersey.	9,500,000	*	2,944,756	1,644,234	1,644,234	1,644,234	1,644,234	1,644,234
Sep. 30, 1869	92.2	4.9	Mississippi and Tennessee ^Y Mississippi & Tennessee.	2,011,192	182,833	1,394,444	825,407	825,407	825,407	825,407	825,407
May 31, 1869	83.5	4.4	Mississippi and Tennessee ^Y Mississippi & Tennessee.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	44.2	1.6	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Apr. 30, 1870	40.0	1.4	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Sept. 30, 1869	23.0	2.6	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	67.0	4.4	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Feb. 28, 1870	100.0	1.4	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Jun. 31, 1869	89.0	4.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Oct. 31, 1869	14.9	2.8	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	6.0	0.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Sept. 30, 1869	141.8	2.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	83.9	15.2	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	14.0	0.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	13.8	8.5	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	14.0	0.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	14.0	0.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	14.0	0.0	Montgomery and Eufaula ^Y Alabama.	1,000,000	*	1,394,444	825,407	825,407	825,407	825,407	825,407
Dec. 31, 1869	14.0	0.0	Montgomery and Eufaula ^Y Alabama.	1,000,000</							

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

(*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics."

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Freight.	B. M. E.	Pass.	Engines.	Railroad in progress.	2d Track and Sidinga.	Branch Line.	Main Line.	Companies.			
	Car.	Freight.	B. M. E.									Pass.	Engines.		
Sept. 30, 1869 68.0	6	4	6	160	1,340,882	31	160	Spartanburg and Union ⁷ South Carolina.	1,340,882	160	1,340,882	160	1,340,882	160	1,340,882
Oct. 31, 1869 13.0	2.9	67.5	6	6	160	160	160	Springfield, Mt. Vernon & Pitts. — Ohio.	1,350,000	160	160	160	160	160	160
Sept. 30, 1869 13.0	0.4	3	3	6	160	160	160	Staten Island — New York.	359,729	160	160	160	160	160	160
Sept. 30, 1869 7.6	1.0	2	1	124	160	160	160	Sterling Mountain — New York.	502,468	160	160	160	160	160	160
Sept. 30, 1869 21.9	1.3	—	—	4,100	160	160	160	Stock Brook ²⁷ and Pittfield — New York.	444,860	160	160	160	160	160	160
Sept. 30, 1869 13.2	0.9	—	—	—	160	160	160	Stony Brook — New York.	445,500	160	160	160	160	160	160
Oct. 31, 1869 10.0	0.6	18.0	—	—	160	160	160	Sussex — New Jersey.	469,944	160	160	160	160	160	160
Dec. 31, 1869 12.0	0.5	19.0	4	2	23	160	160	Syracuse, Binghamton and N. Y. — N. Y.	3,650,949	160	160	160	160	160	160
Sept. 30, 1869 61.0	10.8	12	16	3	27	160	160	Troy and Greenbush — New York.	2,926,733	160	160	160	160	160	160
Sept. 30, 1869 11.1	1.2	—	—	5	8	5	106	Tunison Branch — Massachusetts.	329,971	160	160	160	160	160	160
Sept. 30, 1869 30.0	11.1	0.6	—	—	—	—	—	Tennessee and Pacific ¹ — Tennessee.	24,194	160	160	160	160	160	160
Sept. 30, 1869 31.9	11.0	2.6	—	—	31	19	16	Terre Haute and Indianapolis — Indiana.	2,215,669	160	160	160	160	160	160
Oct. 31, 1869 30.6	6.1	—	—	11	4	1	351	Tioga — Pennsylvania.	843,402	160	160	160	160	160	160
Dec. 31, 1869 29.8	—	—	—	114	44	13	58	Toledo, Peoria and Wausau — Illinois.	9,100,000	160	160	160	160	160	160
Sept. 30, 1869 45.2	21.1	—	—	116	54	29	1,946	Toledo, Wabash and Western O. & I. — Illinois.	2,396,700	160	160	160	160	160	160
Sept. 30, 1869 36.8	8.8	—	—	13	6	122	Troy and Boston — New York.	2,222	160	160	160	160	160	160	
Sept. 30, 1869 6.0	6.0	—	—	6.0	—	—	—	Troy and Greenbush — New York.	294,908	160	160	160	160	160	160
Nov. 30, 1869 30.0	14.6	16.0	—	—	—	—	—	Troy and Greenbush ⁷ — Massachusetts.	177.9	160	160	160	160	160	160
Oct. 31, 1869 73.0	11.0	2.6	—	—	31	19	16	Troy and Greenbush ¹ — Pennsylvania.	1,340,882	160	160	160	160	160	160
Oct. 31, 1869 30.6	6.1	—	—	11	4	1	351	Tioga — Pennsylvania.	843,402	160	160	160	160	160	160
Dec. 31, 1869 29.8	—	—	—	114	44	13	58	Toledo, Peoria and Wausau — Illinois.	9,100,000	160	160	160	160	160	160
Sept. 30, 1869 45.2	21.1	—	—	116	54	29	1,946	Toledo, Wabash and Western O. & I. — Illinois.	2,396,700	160	160	160	160	160	160
Sept. 30, 1869 36.8	8.8	—	—	13	6	122	Troy and Boston — New York.	2,222	160	160	160	160	160	160	
Sept. 30, 1869 6.0	6.0	—	—	6.0	—	—	—	Troy and Greenbush — New York.	294,908	160	160	160	160	160	160
Oct. 31, 1869 37.5	10.0	—	—	—	—	—	—	Troy and Greenbush ⁷ — Massachusetts.	177.9	160	160	160	160	160	160
Oct. 31, 1869 10.0	1.6	—	—	—	—	—	—	Troy and Greenbush ¹ — Pennsylvania.	1,340,882	160	160	160	160	160	160
Dec. 31, 1869 10.0	1.6	—	—	—	—	—	—	Troy and Greenbush ¹ — Pennsylvania.	1,340,882	160	160	160	160	160	160
Sept. 30, 1869 40.0	17.6	90	—	—	176	90	—	Union Pacific ¹ — Union Pacific.	1,600,000	160	160	160	160	160	160
Dec. 31, 1869 100.0	15.0	250.0	6	5	218	118	118	Union Pacific ¹ — Union Pacific.	1,600,000	160	160	160	160	160	160
Sept. 30, 1869 69.0	—	—	—	3.1	—	—	—	Utica and Black River — New York.	1,816,000	160	160	160	160	160	160
Sept. 30, 1869 66.0	6.0	26.0	6	2	60	60	60	Utica, Chenango and Susquehanna — New York.	1,680,222	160	160	160	160	160	160
May 31, 1869 47.0	24.5	—	—	—	—	—	—	Vermont and Canada — Vermont.	2,600,000	160	160	160	160	160	160
May 31, 1869 117.0	2.0	21.0	—	—	70	47	14	Vermont Central — Vermont.	1,500,000	160	160	160	160	160	160
Sept. 30, 1869 60.0	—	—	—	—	—	—	—	Vermon. Vermont and Massachusetts.	2,600,000	160	160	160	160	160	160
Sept. 30, 1869 60.3	10.3	10.0	9.0	15	17	10	28	Vermont and Massachusetts.	4,465,944	160	160	160	160	160	160
Sept. 30, 1869 60.3	10.3	10.0	9.0	15	17	10	28	Vermont and Massachusetts.	4,465,944	160	160	160	160	160	160
May 31, 1869 23.7	—	—	—	4	—	—	—	Vermont Valley — Vermont.	1,221,588	160	160	160	160	160	160
Feb. 28, 1869 140.0	—	—	—	7.6	—	—	—	Vermont Valley — Vermont.	1,221,588	160	160	160	160	160	160
Sept. 30, 1869 204.0	9.5	7.6	—	—	17	8	5	Vicksburg and Meridian — Mississippi.	3,200,000	160	160	160	160	160	160
Dec. 31, 1869 18.3	18.3	—	—	—	35	14	5	Vicksburg and Meridian — Mississippi.	8,012,573	160	160	160	160	160	160
Sept. 30, 1869 10.3	3.8	—	—	—	—	—	—	Warren — New Jersey.	2,069,050	160	160	160	160	160	160
Dec. 31, 1869 7.0	—	—	—	—	—	—	—	Warwick Valley — New York.	109,161	160	160	160	160	160	160
Dec. 31, 1869 23.0	—	—	—	—	—	—	—	Washington, Alex. & George. D. & Va.	—	160	160	160	160	160	160
Oct. 31, 1869 26.16	5.0	—	—	—	—	—	—	Washington County — Maryland.	—	160	160	160	160	160	160
Sept. 30, 1869 68.0	—	—	—	9	16	4	50	West Chester and Philadelphia — Penn.	1,423,917	160	160	160	160	160	160
Sept. 30, 1869 138.0	9.5	—	—	—	—	—	—	West Shore and Hudson River — New York.	619,446	160	160	160	160	160	160
Dec. 31, 1869 43.0	—	—	—	52	15	10	57	West and Atlantic — Georgia & Tenn.	1,600,000	160	160	160	160	160	160
Dec. 31, 1869 46.0	—	—	—	3.7	—	—	—	West Wisconsin — West Wisconsin.	1,025,016	160	160	160	160	160	160
Dec. 31, 1869 142.0	8.0	—	—	6.6	22.0	6	48	Western Maryland — Maryland.	2,460,000	160	160	160	160	160	160
Dec. 31, 1869 142.0	8.0	—	—	6.6	13.1	8	4	Western Maryland — North Carolina.	2,460,000	160	160	160	160	160	160
Dec. 31, 1869 27.6	13.3	21.0	—	—	13.0	—	—	Western Pennsylvania — Pennsylvania.	1,600,000	160	160	160	160	160	160
Dec. 31, 1869 182.0	—	—	—	8.0	—	—	—	Western Pennsylvania — Pennsylvania.	1,600,000	160	160	160	160	160	160
Dec. 31, 1869 101.0	—	—	—	8.0	—	—	—	West Jersey — New Jersey.	2,007,467	160	160	160	160	160	160
Aug. 31, 1869 94.0	—	—	—	—	86.0	—	—	West Wisconsin — West Wisconsin.	3,600,000	160	160	160	160	160	160
Dec. 31, 1869 20.0	—	—	—	—	51.0	—	—	Whitehall and Plattsburgh — New York.	3,600,000	160	160	160	160	160	160
Dec. 31, 1869 28.0	—	—	—	—	28.0	—	—	White Mountains — New Hampshire.	290,000	160	160	160	160	160	160
Dec. 31, 1869 23.0	—	—	—	—	2.0	—	—	Wicomico and Pokomoco — Maryland.	317,941	160	160	160	160	160	160
Dec. 31, 1869 18.0	—	—	—	—	13.3	21.0	—	Wilmington, Charlotte & Rutherford — N. C. & S. C.	3,600,000	160	160	160	160	160	160
Dec. 31, 1869 17.1	—	—	—	—	17.1	33	6	Wilmington, Charlotte & Rutherford — N. C. & S. C.	3,600,000	160	160	160	160	160	160
Aug. 31, 1869 94.0	—	—	—	—	86.0	—	—	Wilmington and Reading — Del. & Pa.	3,600,000	160	160	160	160	160	160
Dec. 31, 1869 20.0	—	—	—	—	51.0	—	—	Wilmington and Reading — Del. & Pa.	3,600,000	160	160	160	160	160	160
Dec. 31, 1869 28.0	—	—	—	—	28.0	—	—	Wilmington and Reading — Del. & Pa.	3,600,000	160	160	160	160	160	160
Dec. 31, 1869 18.0	—	—	—	—	2.0	—	—	Wilmington and Reading — Del. & Pa.	3,600,000	160	160	160	160	160	160
Dec. 31, 1869 17.1	—	—	—	—	13.3	21.0	—	Wilmington and Reading — Del. & Pa.	3,600,000	160	160	160	160	160	160
Mar. 31, 1870 71.0	—	—	—	—	15.0	—	—	Wilmington and Reading — Del. & Pa.	3,600,000	160	160	160	160	160	160
Sept. 30, 1869 19.3	—	—	—	—	2.44	3	18	Wilmington and Reading — Del. & Pa.	35,915	160	160	160	160	160	160
Dec. 31, 1869 16.0	9.5	—	—	—	16.0	—	—	Wilmington and Reading — Del. & Pa.	35,915	160	160	160</td			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	COMPANIES.		Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.		Dividends on Paid Capital.	Value of Shares.	Market.			
				No.	No.				Bonded Debt.	Floating Debt.	Gross.	Net.				
Sept. 30, '70	7.25	94	14	Albany	N.Y.	156,100	110,300	40,000	\$	\$	87,061	22,592	\$			
Sept. 30, '70	0.96			Albany st. Freight (B'ton)	Mass.	47,765	75,000	—	1,136	2,654	557	100	100	...		
Oct. 31, '70	3.41	11	4	Allentown	Pa.	30,118	30,500	—	—	12,733	1,886	100	100	...		
Dec. 31, '68	31.00	479	73	Baltimore City	Md.	1,975,049	900,000	694,000	29,500	480,046	6	100	100	224		
Sept. 30, '70	22.00	412	53	Bleeck, st. & F.F. (N.Y.C.) N.Y.	Mass.	110,000	110,000	—	—	316,259	54,828	100	100	...		
Sept. 30, '70	3.36			Boston and Chelsea	Mass.	41,000	41,000	—	—	4,400	4,004	4	100	100	334	
Sept. 30, '70	2.75			Boston & West Roxbury	Mass.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)	N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	Mass.	180,855	170,000	80,000	91	35,842	8,514	100	100	...		
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I.N.Y.	Mass.	2,032,878	1,500,000	300,000	156,350	1,334,084	111,633	12.0	100	100	...	
Sept. 30, '70	72.00	1412	297	Brooklyn City	N.Y.	585,864	300,000	379,000	30,443	166,955	24,058	100	100	...		
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. P. & P.P.N.Y.	Mass.	600,000	600,400	—	—	24,048	150,922	23,653	100	100	...	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown	N.Y.	106,000	180,000	100,000	(Open ed Oct. 1, 1870.)	—	—	100	100	...		
Sept. 30, '70	0.00			B'klyn Flath & Coney I.N.Y.	Mass.	1,288,100	488,100	800,000	—	—	—	100	100	...		
Sept. 30, '70	24.09	190	38	Brooklyn and Jamaica	N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	100	100	...		
Sept. 30, '70	15.21	182	52	Brooklyn & Rockaway Bl.	N.Y.	415,211	73,000	341,464	14,927	164,622	19,466	100	100	...		
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)	N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	103	
Sept. 30, '70	27.43			Cambridge (Boston)	Mass.	734,671	727,800	150,000	—	8,544	4,106	100	100	...		
Sept. 30, '70	3.26	20	4	Central City (Syracuse)	N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	...	
Sept. 30, '70	36.00	761	141	Cen. P. & N. E. (N.Y.C.) N.Y.	Mass.	1,629,175	1,068,400	626,000	60,199	816,136	56,485	100	100	...		
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th st.) (Ph.)	Pa.	207,264	192,750	—	—	251,773	76,786	36.3	50	194	...	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg)	Pa.	244,885	184,000	50,000	7,700	155,150	42,598	16.3	50	44	...	
Sept. 30, '70	14.84	210	109	Coney Island (Brooklyn)	N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	100	100	...		
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	Mass.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100	...	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonin	N.Y.	42,851	34,825	—	—	—	—	100	100	...		
Sept. 30, '70	11.75			East New York & Jamaica	N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	100	100	...		
Oct. 31, '70	1.63	13	3	Easton and S. Easton	Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	...	
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y.C.) N.Y.	Mass.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	...	
Dec. 31, '70	6.00			Elizabeth & Newark	N.J.	224,749	206,000	—	—	24,738	34,986	11,129	5.5	100	100	...
Oct. 31, '70	2.27	19	15	Erie City	Pa.	32,291	19,807	20,296	—	16,143	—	—	—	—	...	
Sept. 30, '70	2.70	4	4	Fifth Ward (Syracuse)	N.Y.	44,763	29,335	10,000	—	12,327	2,185	100	100	...		
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	Pa.	1,052,479	745,000	215,000	—	384,800	93,276	10.0	100	100	...	
Oct. 31, '70	17.04	301	45	Frankford & Southwark	(Ph.) Pa.	786,242	491,750	187,500	30,000	329,805	36,039	6.0	50	49	45	
Sept. 30, '70	3.26	26	6	Genesee & Water st. (Syr.) N.Y.	Mass.	59,354	42,500	12,700	—	15,503	1,139	100	100	...		
Nov. 31, '70	34.25	360	60	Germantown (Phila.)	Pa.	562,270	307,545	350,000	—	356,759	102,356	19.5	50	15	334	
Oct. 31, '70	5.40	155	24	Girard College (Phila.)	Pa.	174,657	170,000	—	—	161,903	37,085	6.0	50	17	45	
Sept. 30, '70	9.00	91	15	Gr'd st. & Newtown (B'k'n) N.Y.	Mass.	270,000	170,000	90,000	—	89,627	8,166	2	100	100	...	
Dec. 31, '70	7.23	200	42	Green and Coates st. (Phila.)	Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43	
Sept. 30, '70	10.00	112	24	Harlim. Br. & F'dham. N.Y.	Mass.	260,682	114,010	134,000	4,000	74,945	7,944	100	100	...		
Oct. 31, '70	2.14	11	4	Harrisburg City	Pa.	60,249	41,995	12,864	1,240	5,997	2	25	24	...		
Oct. 31, '70	14.10	338	56	Hest. Mant. & F'mount (Ph.)	Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	22	
Sept. 30, '70	3.50	27	9	Kingston and Rondout	N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	...	
Oct. 31, '70	6.20	116	17	Lombard and South st. (Ph.)	Pa.	168,555	105,000	62,500	—	100,785	9,201	25	10	—	...	
Sept. 30, '70	3.82	50	9	Lowell Horse	Mass.	49,180	55,830	—	—	26,181	2,431	100	100	...		
Sept. 30, '70	11.75	239	47	Lynn and Boston	Mass.	276,221	200,000	50,000	51,137	136,719	7,908	100	100	20		
Sept. 30, '70	3.41	52	54	Malden and Melrose (B'tn.)	Mass.	60,246	200,000	45,872	—	16,740	—	100	100	...		
Sept. 30, '70	0.91			Marginal Freight (Boston)	Mass.	191,834	191,500	—	—	46,454	1,144	—	100	100	...	
Sept. 30, '70	3.07	43	6	Medford & Charlestown (B'tn.)	Mass.	36,000	21,000	4,000	—	1,120	—	100	100	...		
Sept. 30, '70	4.84	43	6	Merrimack Valley	Mass.	42,206	50,000	—	—	8,174	23,375	—	100	100	...	
Sept. 30, '70	33.63	914	170	Metropolitan (Boston)	Mass.	1,624,594	1,250,000	—	—	297,271	685,303	99,519	10.0	100	754	
Sept. 30, '70	7.29	247	49	Middlesex (Boston)	Mass.	530,367	400,000	100,000	—	81,557	172,240	12.419	100	100	...	
Dec. 31, '70	3.40	10	44	Newark and Irvington	N.J.	50,306	30,000	15,000	2,402	34,807	2,962	100	100	...		
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City) N.Y.	Mass.	475,598	97,320	167,000	—	124,733	3,330	—	100	100	...	
Sept. 30, '70	3.22	16	5	Northampton & Wmburg	Mass.	300,000	300,000	—	—	3,853	9,393	Loss.	100	100	...	
Sept. 30, '70	2.16	84	8	North Woburn (Boston)	Mass.	24,612	26,000	—	—	8,000	3,195	1,920	100	100	...	
Oct. 31, '70	7.50	167	84	Oakland & E. Liberty (Pbg.)	Pa.	121,097	54,500	17,000	55,956	55,956	55,956	—	50	50	...	
Dec. 31, '70	17.29	157	28	Orange and Newark	N.J.	897,022	282,555	546,000	76,695	195,357	37,874	100	100	...		
Dec. 31, '70	3.81	1	1	Passenger (Cin.)	Pa.	100,000	100,000	—	—	—	—	100	100	...		
Nov. 31, '70	9.66	30	15	Peoples' street (Scranton)	Pa.	143,917	125,500	—	—	42,205	1,615	5.0	100	100	...	
Dec. 31, '70	12.08	336	16	Philadelphia City (C. & W.)	Pa.	120,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52	
Dec. 31, '70	5.65	129	126	Philadelphia and Darby	Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12	
Dec. 31, '70	12.88	129	126	Philadelphia & Gray's Ferry	Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	50	31	
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manch.	Pa.	144,202	140,000	23,000	—	144,003	41,204	11.4	50	35	...	
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham	Pa.	132,615	100,000	10,600	52,248	84,206	—	12.0	50	44	...	
Dec. 31, '70	6.88	92	16	Portland	Me.	160,300	—	600	—	45,007	12,809	7.1	100	100	15	
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk (Ph.)	Pa.	182,540	120,500	63,300	10,000	36,970	2,962	2.0	50	25	12	
Sept. 30, '70	10.00	20	20	Rochester and Brighton	N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	100	100	...		
Sept. 30, '70	7.38	47	21</td													

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Market Price.	Rate.	Paid.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...		
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	
Baltimore and Ohio, pref.	3,000,000	6	6	...	
Berkshire, * guaranteed.	600,000	7	7	...	
Blossburg and Corning* guar.	250,000	5	5	...	
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	
Buffalo, N. York and Erie, * guar.	950,000	7	7	74	
Camden and Atlantic, pref.	753,695	7	7	74	
Catawissa, * pref. and guar.	2,200,000	7	7	95	
Cayuga and Susquehanna, * guar.	589,110	9	9	...	
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	7	...	
Central (Ithio, preferred.	400,000	7	7	29	
Chemung, * guar.	380,000	8	6	...	
Chehahie, preferred.	2,017,815	7	3	85	
Chicago and Alton, pref.	2,425,400	7	10	124	
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	10	...	
Chicago and Northwestern, pref.	20,370,293	7	7	91	
Cleveland and Mahoning, * guar.	2,056,000	7	7	...	
Cleveland and Toledo, * guar.	6,250,000	3	3	...	
Docecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91	
Cumberland Valley, 1st pref.	241,900	8	8	114	
" " 2d pref.	242,000	8	8	...	
Delaware, * guaranteed.	594,261	6	6	...	
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City, * preferred and guaranteed.	1,098,170	7	7	97	
Dubuque Southwestern, pref.	330,308	7	7	...	
Eastern (N. H.), * guaranteed.	492,500	8	8	...	
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	...	
Elmira and Williamsport, * guar.	500,000	5	5	...	
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	90	
Erie, preferred.	8,538,910	7	7	58	
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	81	...	
Harrisburg and Lancaster, * guar.	1,182,550	7	7	...	
Houstonian, preferred.	1,180,000	8	4	104	
Huntingdon & Broad Top Mountain, preferred.	100,750	7	3	25	
Joliet and Chicago, * guar.	1,500,000	7	7	...	
Joliet and Northern Indiana, * guar.	300,000	8	8	...	
Lackawanna and Bloomsburg, pref.	500,000	7	7	...	
Leeds and Farmington, * guar.	2,646,100	7	7	...	
Little Schuylkill, * guar.	848,700	9	9	...	
Louisville, Cincinnati and Lexington preferred.	6,586,135	6	87	...	
Marietta and Cincinnati, 1st pref.	4,051,744	6	10	...	
" " 2d pref.	1,000,000	9	9	...	
Manchester and Lawrence*.	586,800	10	10	...	
Mill Creek and Mine Hill, * guar.	323,375	10	10	...	
Milwaukee and St. Paul, preferred.	9,744,268	7	80	...	
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8	...	
Mount Carbon & Pt. Carbon, * guar.	282,250	12	12	...	
New Haven and Northampton*.	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	8	128	
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	6	...	
North Eastern (S. C.), preferred.	155,000	8	8	...	
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108	
Ohio and Mississippi, pref.	3,500,000	7	7	79	
Paterson and Hudson, * guar.	630,000	8	8	...	
Paterson and Ramapo, * guar.	248,000	5	5	...	
Peoria and Bureau Valley, * guar.	1,200,000	6	6	...	
Philadelphia and Erie, *.	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...	
Philadelphia and Trenton, * guar.	1,099,720	10	10	...	
Pittfield and North Adams, * guar.	450,000	6	6	...	
Pottl. & Kennebec (Yarmouth) guar.	201,000	6	6	...	
Portland, Sago & Portsmouth, * guar.	1,500,000	6	6	...	
Portsmouth and Concord*, *.	350,000	7	7	...	
Richmond, Fredericks. & Potomac, guaranteed.	142,000	7	7	...	
Rochester and Genesee Valley*.	557,560	7	7	...	
Rutland, preferred.	2,040,000	7	7	95	
St. Louis, Alton and T. H., pref.	445,546	6	6	57	
Sandusky and Cincinnati, pref.	576,600	5	5	32	
Schuylkill Valley, * guar.	869,450	5	5	36	
Shannokin Valley & Pottsville, * guar.	1,300,000	7	7	...	
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	...	
Toledo, Wabash and Western, pref.	1,000,000	7	7	82	
Troy and Greenbush, * guar.	274,000	7	7	...	
Vermont and Canada, * guar.	2,500,000	8	8	...	
Warren, * guar.	1,408,300	7	7	...	
White Mountains, * guar.	200,000	5	5	...	
Wright's, York & Gettysburg, * pref.	317,050	...	2	...	
CANAL STOCKS:					
Delaware Division, * guar.	1,623,350	8	8	...	
Morris, pref. d.	1,175,000	10	10	120	
Schuylkill Navigation, pref.	2,888,997	6	6	354	
Union, preferred.	...	8	8	2	...
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	...	6	...	...
M. ripon Mining, pref.	5,774,400	7	7	5	

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton \$3 50 @ 36 50

Pig, American, No. 1.....36 @ 37 50

Pig, American, No. 2.....34 @ 36 50

Pig, American, Forge.....33 @ 34 50

Bar, Refined, English and American.....74 @ 75 50

Bar, Swedes, assorted sizes.....(gold) \$5 @ 100

—STORE PRICES—

Bar, Swedes, ordinary sizes.....105 @ 120 50

Bar, Refined.....80 @ 85 50

Bar, Common.....— @ 87 50

Scroll.....100 @ 130 50

Ovals and Half-round.....97 50 @ 122 50

Band.....— @ 95 50

Horse Shoe.....95 @ 100 50

Rods, 4@3-16 inch.....82 @ 120 50

Nail Rod.....— @ 65 50

Sheet, Russia, as to No.'s.....(gold) — @ 12 50

Sheet, Single D. and T. Common.....4@ @ 54

Rails, English.....(gold) per ton 57 @ 71 50

Rails, American, at Works in Penna., cty. 59 @ 71 50

Anvils (Eagle).....per lb. currency. — @ 8 50

STEEL—DUTY: Bars and Ingots, valued at 7 cent's per lb., or under 2 cent's; over 7 cents and not above 11, 3 cent's per lb.; over 11 cents, 3 1/2 cent's per lb., and 10 per cent. ad. val. (Store prices.)

English, Cast. (2d and 1st quality).—15 @ 18

English Spring (2d and 1st quality).—7 @ 10

English Machinery.....10 @ 17

English German (2d and 1st quality).—10 @ 12

American Blister "Black Diamond".....— @ 12

American, Cast, Tool, do.15 @ 16

American, Spring, do.9 @ 11

American Machinery, do.10 @ 11

American German, do.9 @ 11

NAILS—DUTY: Cut, 1 1/2; Wrought, 2 1/2; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....per 100 lb. 4 35 @ —

Cut Spikes, all sizes.....4 50 @ —

Clinch.....5 75 @ 6 25

Horse Shoe, Forged (No. 10 to 5).....per lb. 19 @ 31

Copper.....36 @ 38

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca.....(gold) per lb. 49 @ 41

Straits.....(gold) 36 @ 36

English.....(gold) 35 @ 35

Plates—Fair to good brands.Gold—Currency.

I. C. Charcoal.....per box 8 62 @ 9 — 10 25 @ 10 75

I. C. Coke.....7 50 @ 8 50 9 @ 10 —

Coke Terne.....6 25 @ 7 50 7 25 @ 9 —

Charcoal Terne.....8 — @ 8 50 9 50 @ 10 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall. — 13 @ 13

Crude, 40 @ 47 gravity (in shipping order). — 17 @ 17

Refined, Standard White (in shipping order). — 13 @ 23 1/2

Refined, prime White (in jobbing lots). — 16 @ 25

Refined, S. W. (in tin). — 28 @ 28

Naphtha, Refined, (65 @ 73 gravity). — 9 1/2 @ 9 1/2

Residuum.....per bbl. 4 — 6 @ —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.

American Window. (Single Thick.)

1st. 2d. 3d. 4th. (Old List.)

Sizes. A. B. C. D.

6 by 8 to 7 by 9.....\$7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 15.....8 25 7 50 7 00 6 50

11 by 14 to 12 by 18.....9 75 9 00 8 00 7 00

14 by 16 to 18 by 24.....10 50 9 50 8 50 7 50

18 by 22 to 18 by 30.....12 25 11 25 10 00 8 00

20 by 30 to 24 by 30.....15 00 13 75 11 50 9 00

24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00

25 by 36 to 34 by 44.....17 50 16 00 14 50 12 50

30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50

32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50

35 by 54 to 34 by 60.....25 00 20 00 20 00 16 00

French Window—1st, 2d, 3d and 4th qualities. (New List, Aug. 20th.)

6 by 8 to 8 by 10.....(4 qts.)...per 50 feet 10 @ 7 75

8 by 11 to 10 by 15.....(4 qts.)...10 50 @ 8 —

11 by 14 to 12 by 18.....(4 qts.)...12 @ 9 25

14 by 16 to 18 by 24.....(4 qts.)...12 50 @ 9 75

20 by 24 to 26 by 40.....(3 qts.)...18 50 @ 12 50

28 by 38 to 28 by 44.....(8 qts.)...21 50 @ 16 50

28 by 46 to 30 by 48.....(3 qts.)...22 @ 16 50

30 by 50 to 32 by 52.....(3 qts.)...23 @ 17 —

34 by 58 to 34 by 60.....(3 qts.)...24 50 @ 18 —

36 by 60 to 40 by 60.....(3 qts.)...30 @ 22 —

36 by 62 to 42 by 64.....(3 qts.)...36 @ 28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16.

Canton Co.....	98	99	98	99	99	99
Central Pacific Co.....	105	105	105	105	105	105
Central of N. Jersey.....	105	105	105	105	105	105
Chicago & Alton.....	...	...	...	...	...	...
Chicago, Burlington & Quincy.....	144	144	144	144	144	144
Chic. & Northwester.....	111	111</				

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

FEDERAL STOCKS:						
U. S. 5s, 1874, reg.	113	113	113	113	113	113
U. S. 5s, 1874, coup.	113	113	113	113	113	113
U. S. 5s, 10-40s, coup.	113	113	113	113	113	113
U. S. 5s, 10-40s, reg.	113	113	113	113	113	113
U. S. 6s, 1881, reg.	117	117	117	117	117	117
J. S. 6s, 1881, coup.	117	117	117	117	117	117
U. S. 6s, '81, O.W.L.	117	117	117	117	117	117
U. S. 6s, 5-20s, reg. '62.	113	113	113	113	113	113
U. S. 6s, 5-20s, c. 1862.	113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '64.	113	113	113	113	113	113
U. S. 6s, 5-20s, c. 1864.	113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '65.	113	113	113	113	113	113
U. S. 6s, 5-20s, c. 1865-114.	114	114	114	114	114	114
U. S. 6s, 5-20s, r. n. '65.	114	114	114	114	114	114
U. S. 6s, 5-20s, c. n. '65-112.	112	112	112	112	112	112
U. S. 6s, 5-20s, reg. '67.	113	113	113	113	113	113
U. S. 6s, 5-20s, c. 1867-113.	113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '68.	113	113	113	113	113	113
U. S. 6s, 5-20s, c. '68-113.	114	114	114	114	114	114
U. S. 6s, Pac.R.R. issue 115	114	114	114	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

Philadelphia Stock Exchange.						
Actual Sale Prices for the week ending Aug. 15.						
W.9. Th.10. F.11. Sat.12. M.14. Tu.15						
Catawissa						
.. preferred	47	47	47	47	47	47
Camden and Amboy	126	126	127	127	127	128
.. 6s, 1875						
.. 6s, 1883	89	89	89	89	89	89
.. 6s, 1889						
.. mort. 6s, '89	95	95	95	95	95	96
Elmira & Williamsport						
.. pref.						
.. 7s.	95	95	95	95	95	95
Lehigh Navigation	38	38	38	38	38	38
.. 6s, 1884	88	88	88	88	88	88
.. Gold L.	91	91	91	91	91	91
.. R. R. L.	92	92	92	92	92	92
.. Conv. L.						
Lehigh Valley R. R.	61	61	61	61	61	61
.. 6s new coup.						
Little Schuylkill R. R.						
.. 7s.						
Minehill						
Morris Canal						
.. pref.						
.. 1st mort.						
North Pennsylvania	50	50	50	50	50	50
.. 6s, 1880						
.. 7s.	102	102	102	102	102	102
.. 10s, 1887						
Northern Central	41	41	41	41	41	41
Oil Creek & Alleg. Riv.	49	49	49	49	49	49
.. 7s.	87	87	87	87	87	87
Pennsylvania R. R.	61	61	61	61	61	61
.. 1st M.	101	101	101	101	101	101
.. 2d M.	100	100	100	100	100	100
.. Gen. mort.						
Penn. State, 6s, 1st series	102	102	102	102	102	102
.. 6s, 2d series.	105	105	105	105	105	105
.. 6s, 3d series.						
.. 6s, W. L.	100	100	100	100	100	100
Philadelphia City, 6s						
.. new	101	101	101	101	101	101
Philad., Germ., & Nor.						
Phila. & Reading	57	57	57	57	57	57
Philadelphia and Erie	28	28	28	28	28	28
.. 6s.						
.. 7s.	81	81	81	81	81	81
Schuylkill Navigation						
.. pref.						
.. 6s, 1882	80	80	80	80	80	80
.. 6s, 1876						
.. 6s, 1872						
Susq. Canal						
.. 6s, 1878						
Union Canal, 6s, 1878						
Hestonville, (Horse).	21	21	21	21	21	21
Chestnut & Wal.						
Green & Coates						
2d and 3d streets						
Spruce and Pine						
13th and 15th sts.						
	24	24	24	24	24	24

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15.

Baltimore Stock Exchange.						
Actual Sale Prices for the week ending Aug. 15.						
W.9. Th.10. F.11. Sat.12. M.14. Tu.15.						
Baltimore City 6s, 1875.	99	100	100	100	100	100
.. 1886	99	100	100	100	100	100
.. 1890	99	100	100	100	100	100
.. 1884						
.. 1900						
Balt and Ohio	143	143	143	143	143	143
.. bonds, 1875.						
.. 1880.						
.. 1885.						
Marietta & Cin. 1st M.	96	96	96	96	96	96
.. 2d M.	85	84	84	84	84	84
.. 3d M. 6s.						
Northern Central	41	41	41	41	41	41
.. bonds, 1885.						
.. 1900.						
N. W. Va. 1st mort.						
.. 2d mort.						
.. 3d mort.						
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

Boston Stock Exchange.						
Actual Sale Prices for the week ending Aug. 16.						
Boston and Albany	152	152	152	152	152	152
Boston and Lowell	146	146	146	146	146	146
Boston and Maine	146	146	146	146	146	146
Boston and Providence	146	146	146	146	146	146
Boston, Hartford & Erie	2	2	2	2	2	2
.. 7s, new	29	29	29	29	29	29
Concord	85	85	85	85	85	85
Connecticut River	142	142	142	142	142	142
Eastern	120	120	120	120	120	120
Fitchburg	139	139	139	139	139	139
Manchester & Lawrence	120	120	120	120	120	120
Michigan Central	120	120	120	120	120	120
Northern, N. H.	114	114	114	114	114	114
Ogdens & Lake Champlain	89	89	89	89	89	89
.. pref.						
Old Colony & Newport	104	104	104	104	104	104
Ph. Wil. & Baltimore	54	54	54	54	54	54
Portl'd, Sac & Ports	135	135	135	135	135	135
Union Pacific	32	32	32	32	32	32
.. 6s.						
.. Land Grant 7s	81	81	81	81	81	81
.. Income 10s.	82	82	82	82	82	82
Vermont & Canada	101	101	101	101	101	101
Vermont & Mass.	80	80	80	80	80	80
South Boston (Horse)	103	103	103	103	103	103
Cambridge	103	103	103	103	103	103
Metropolitan	75	75	75	75	75	75
Middlesex						
Central Mining Co.						
Copper Falls	11	11	11	11	11	11
Franklin	5	5	5	5	5	5
National	5	5	5	5	5	5
Pewable	5	5	5	5	5	5
Quincy						

London Stock Exchange.

Closing Prices.

July 28. Aug. 4.

London Stock Exchange.						
Closing Prices.						
At. & Gt. West. N. Y. sec. 7 per ct						
1st mort., 1890.	85	90	88	92	85	92
Do. 2d mort., 1881.	75	80	78	82	75	82
Do. Penn., 1st mort., 1877.	85	90	88	92	85	92
Do. do., 2d mort., 1882.	75	80	78	82	75	82
Do. Consol. 7 per cent., mort. 1890.	43	44	41	42	43	42
Do. Detroit and Milwaukee 1st mort. 7s.	69	71	69	71	69	71
Do. 2d mort. 8 p. c.	69	72	69	72	69	72
Erle shares 100 dol. all paid.	23	23	23	23	23	23
Do. sterl. 6 p. c. convertible bonds	50	52	50	52	50	52
Illinois Central, 6 per cent., 1875.						
Do. Redemption mort. bonds 6 p. c. 101	101	101	101	101	101	101
Do. 100 dol. shares, all paid.	107	108	107	108	107	108
Panama General mort. 7s, 1897.	77	80	75	80	77	80
Penn. R. R. bonds, 2d mort. 6 per ct. 100	100	100	100	100	100	100
Do. General mort. 6 p. c. 1910.	93	94	94	94	93	94

specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been \$7,424,449 against \$7,360,688 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$97,577,219 against \$88,304,849 same time in 1870.

The export drain was \$727,500 last week, against \$2,902,528, same week preceding year. The shipments since January 1, 1871, have been \$52,180,517, against \$39,912,847 same time in 1870.

Foreign Exchange has been in much better supply and decidedly cheaper, with a limited inquiry noted from all sources, closing however with more steadiness. Bankers' sixty day bills on London closed on Wednesday at 109@109½; sight bills on London, 109½@109¾.

The produce exports from this port, week ending with Aug. 15, were to the currency value of \$8,959,636.

Government securities have been offered very sparingly and all the older issues of the interest-bearing obligations have been in good request at firmer and buoyant prices. The successful negotiation of the United States Five per cent. Funding Loan, in Europe and here, of which we made note last week, has tended to stimulate the investment call for the several issues of the public funds.

Under the official programme for August, Government proposes to sell Gold, during the month, as follows: Thursday, August 17, \$1,000,000; Thursday, August 24, \$2,000,000; Thursday, August 31, \$2,000,000; And buy in of Five Twenties, as follows: Wednesday, August 23, \$1,000,000; Wednesday, August 30, \$1,000,000.

On Wednesday, Government bought in a million of Five-Twenties at 112 12@112 24, ex-interest. The amount of bonds offered was \$1,770,400 at 112 12@112 27½.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118½; U. S. Five-Twenties of 1862, 114½@114½; U. S. Five-Twenties of 1864 at 114@114½; U. S. Five-Twenties of 1865, 114½@114½; U. S. Five-Twenties of 1865 consolidated, 113@113½; U. S. Five-Twenties of 1867, 118½@118%; U. S. Five-Twenties of 1868, 114½@114½; U. S. Ten-forties at 113½@114; U. S. Six per cent. currency bonds, 115½@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

Aug. 2.	Aug. 9.	Aug. 16.
Consols	98½	98½
U. S. 5-20's of 1862..	98	98½
U. S. 5-20s, 1865	92½	93½
" 1867	91½	92½
" 10-40s	92	93
Erie	24½	24½
Central Pacific 6s,....	—	81½
Union " "	—	69½

* or 90%@91 ex-sep. coupon.

State bonds have been in less liberal supply and fair demand at steadier prices.

Railway bonds have been in more general request, mostly for investment purposes, at stronger prices for the favorites of the older loans. The chief business has been through the commission houses. Central Pacific Sixes closed on Wednesday at 99½@99½.

Business in Railway and miscellaneous share property has shown more activity with decided

buoyancy in the current values of the speculative favorites.

The subscriptions to the St. Joseph and Denver City Railroad (Western Division) 8 per cent. bonds for the first two days of the present week are \$200,000. More than a fifth of this Loan has already been marketed, within the very short period during which it has been open to subscription. The present price of the Bonds is 97½ cents and accrued interest in currency. Messrs. TANNER & Co., the financial agents of the Loan, after a thorough examination of the property which is represented by the mortgage, unhesitatingly recommend the Bonds as constituting a safe and profitable investment; and as an indication of the basis of their opinion, they refer to the fact that the First Mortgage Bonds of the same Company, on the Eastern Division, lately successfully placed by their firm at 97½, have advanced to 102 and accrued interest making them equal to 106.

The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in quite active demand at 92 per cent. and accrued interest. This Loan is being marketed at a rate considerably in excess of the Money requirements of the Company, notwithstanding the fact that the work of construction is being vigorously prosecuted on the unfinished portion of the road, (195 miles,) of which ninety miles will be completed within the next six weeks, and added to the 227 miles already in actual operation. This will leave but 105 miles to be constructed, in order to give a through line of railway communication direct from Richmond to the Ohio River, where connections will be at once established with all the leading points of the West. It is confidently expected that the enterprise will be brought to completion in the Summer of the coming year. Union Pacific Sixes closed on Wednesday at 88@88½.

General business has been fairly active, since our last. Breadstuffs and Provisions closed less buoyantly. Middling upland cotton closed on Wednesday at 18½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,964,550 bales, against 2,887,232 bales same time last year; exports 3,127,690 bales, against 2,188,548 bales same time last year; stock at the ports at latest dates, 149,875 bales, against 96,220 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate request at 8@12½ cts.; Veals at 4@10 cts.; Sheep at 4@6½ cts.; Lambs at 6@9 cts.; Swine, 5@5½ cts per lb. all live weight. The week's receipts were 6,749 Beeves, 2,556 Veal Calves, 34,205 Sheep and Lambs; and 20,944 Swine.

Foreign goods have been in fair demand as a rule, with a steadier market noted. The week's imports of foreign goods reached \$9,690,472 including \$4,039,796 of dry goods.

Ocean freights have been moderately active but rates have been quoted lower on a rather better supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Bellville and Southern Illinois R. R. 1st mort. 8s, 96; Ohio and Miss. consol. bonds, 98½; do. 2d mort., 86; Central of New Jersey new bonds, 101½; Toledo, Peoria and Warsaw 1st

mort., E. D., 89; do. 2d mort., 78½; New York Central sub. bonds, 90; Galena and Chicago 1st mort., 100; Cedar Falls and Minnesota 1st mort., 83½; Chicago and Northwestern Int. bonds, 95; Gt. Western 1st mort., 1888, 91½; Albany and Susq. 2d mort., 94½; Hannibal and Naples 1st mort., 88; Long Dock bonds, 90½; Rome, Watertown and Ogdensburg R. R., 115; New York and New Haven R. R., 154; Georgia 7s, gold, 98½; South Carolina 6s, new, Jan. and July, 58½; do. Apl. and Oct., 60; North Carolina 6s, special tax, 19½; do. Fund Act, 1868, 30; Arkansas 6s, Fund Act, 54½; New York State 7s, Bounty Loan, 108½; Alabama 8s, 100; Brunswick City Land, 8½; Western Union Tel., 61½; Quicksilver pref., 20; Consol. Coal of Md., 40; Spring Mt. Coal, 71; Maryland Coal, 30%; Wells-Fargo Exp., 47; Adams Exp., 84½; Am. Mer. Union Exp., 59½; U. S. Exp., 58; Brooklyn 6s, W. L., 96.

Philadelphia.—Warren and Franklin 7s, 91; Pennsylvania and New York Canal, 7s, 96; Wilmington and Reading 1st mort., 98½; Harrisburg and Lancaster 1st mort., 94; Steubenville and Indiana R. R. 6s, 88; Huntingdon and Broad Top Mt. R. R., 9; do. pref., 12½; do. consol. bonds, 47½; Nesquehoning R. R., 55½; West Jersey R. R., 62½; do. 7s, 102½; Philadelphia and Trenton R. R., 126. The latest quotations are: City 6s, 101½@101½; do. free of tax, 101@101½; State 5s, coupon, 100@100; do. 6s, W. L., 100@100½; do. 1st series, 102½@103; do. 2d series, 105@105½; do. 3d series, 106½@107; Reading, 57½@57½; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 92½@94; Camden and Amboy, 127½@128; do. mort. 6s, 1889, 95½@96; do. 1888, 89½@90; do. 1889, 89½@90; Pennsylvania R. R., 61½@61½; do. 1st mort., 101½@101½; do. 2d mort., 100@101½; do. General mort. coupon, 93½@93½; do. reg., 96@97; Little Schuylkill R. R., 46@47; Morris Canal, 51@52; do. pref., 120@—; do. 6s, 90@91½; Susquehanna Canal, 9@11; do. 6s, 61½@65; Schuylkill Nav., 8½@9; do. pref., 17½@18; do. 6s, 1882, 80½@80½; Elmira and Williamsport pref., 41@—; do. 7s, 1873, 94½@96; do. 6s, 61@—; Lehigh Coal and Navigation, 88½@88½; do. 6s, 1884, 88@88½; do. R. R. Loan, 92@92½; do. Gold Loan, 91½@91½; North Pennsylvania, 50@51; do. 6s, 102@103; do. 7s, 99½@100; do. Chatte 10s, 114@116; Philadelphia and Erie, 28@28½; do. 6s, 98@95; Minehill, 52½@52½; Catawissa, 21@22; do. pref., 47½@48; Lehigh Valley, 61½@61½; do. 6s, 96@98; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 67@—; Thirteenth and Fifteenth, 24½@25; Spruce and Pine, 31@31½; Green and Coates, 45@—; Chestnut and Walnut, 52@52; Hestonville, 22@22½; Union, 60@—; Germanstown, 33@35.

Boston.—Burlington and Missouri River R. R., 117; Indianapolis and Cincinnati R. R., 6½; Worcester and Nashua R. R., 187½; Norwich and Worcester R. R., 116; Berkshire R. R., 77; Rutland R. R., 38½; do. pref., 85; do. 8s, 1880, 100%; Portsmouth, Gt. Falls and Conway R. R., 112; Housatonic R. R. pref., 104; Cincinnati, Sandusky and Cleveland R. R., 24; Granite Railway, 71½; Eastern R. R. 6s, 1874, 98%; Western R. R. 6s, 1875, 100; Boston, Concord and Montreal R. R. 6s, 1889, 92; Framingham and Lowell R. R. 7s, 1891, 90; Vermont Central and Vermont and

Canada 8s, long, 102½; do. 8s, 1875, 100; Jackson, Lansing and Saginaw 8s, 1885, 100; Leavenworth, Lawrence and Galveston 1st mort., 10s, 96½; Missouri River, Ft. Scott and Gulf 1st mort., 10s, 100; Vermont Central 2d mort., 41½; Boston Water Power, 43%; Cary Imp., 16½; Vermont 6s, 101; Rhode Island 6s, 1893, 101½; Bath 6s, 1891, 90%; Manchester N. H., 6s, 1884, 100; St. Louis 6s, 1879, 92½; Wymouth 5s, 1875, 95%; Greensboro', Vt., 6s, 1893, 86½; St. Louis County 7s, 1881, 100%; Cook County Ills., 7s, 101; Hartford 6s, 1893, 100; Boston 5s, 1874, gold, 101½; Chelsea 6s, 100; do. 6s, old, 96½; Canada Mining Co., 80c.; Calumet and Hecla, 103; Dana, 90c.; Humboldt, 95c.; Hancock, 3.

Baltimore.—Pittsburg and Connellsville 7s, 94%; Orange, Alex. and Manassas bonds, 80%; Central Ohio 1st mort., 87½; Northern Central 6s, gold, 1900, 91½; Orange and Alex. 2d mort., 80; do. 4th mort. 8s, 85; Marietta and Cincinnati 2d pref., 10%; Virginia Consolidated 6s, 64½; do. Deferred Certificates, 31; do. 6s, old, reg. 52½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94½@94½; Baltimore and Ohio, 140@146; do. 6s, 1875, 96@96½; do. 1880, 95@—; do. 1885, 96½@98; Northern Central, 41@41½; do. 6s, 1885, 91½@92; do. 1900, 89@90; do. 6s, 1900, gold, 91½@91½; N. W. Va. 1st mort., 98@—; do. 2d mort., 96@—; do. 3d mort., 1885, 90½@92; Marietta and Cincinnati 7s, 1892, 96@96½; do. 2d mort., 84½@85; do. 3d mort., 79½@80; Central Ohio, 28½@31; do. 1st mort., 87½@88; Western Md. 1st mort. 6s, 1890, 80@80½; do. guar. by Baltimore City, 92@—; do. 2d mort. guar., 92@92½; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79½@80½; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 80½@85; do. 3d mort. 8s, 87@87½; do. 4th mort. 8s, 83½@84½; Orange, Alex. and Manassas 7s, 80%@80%; Virginia and Tennessee 8s, 86½@87½; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@78; Baltimore 6s, 1875, 100½@100%; do. 1884, 99@99; do. 1886, 99@100; do. 1890, 100@100%; do. 1893, 98½@99; do. 1900, 98½@101; do. 5s, 1888-70, 81½@82; Memphis City 6s, 59@59½; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22½@23; George's Creek Coal, 70½@; Baltimore Copper, 0.50@1.00; Santa Clara 10@1.00; Atlantic Coal, 1.00@2.00.

St. Joseph and Denver City Railroad.
A FEW years ago the idea of a Pacific Railroad was looked upon as chimerical. No skill in construction, it was argued, could enable the inherent difficulties to be surmounted. Indians would destroy the tracks, and snow would prevent the passage of trains. These fears time has shown to be groundless. Neither one nor two tracks will suffice for the business, and each of these in time must connect on both sides with roads which serve as tributaries and feeders. Many of these will shorten the original distance—as, for instance, the new St. Joseph and Denver City road does. Beginning in Missouri, it extends through Kansas, in one of the most fertile sections of that country, and abridges travel by one hundred miles. Commerce will take this path, instead of going a long, round-about way; and there will soon be an immense local traffic.

The Eastern Division of this road is entirely

built and trains running beyond Marysville. The Western Division, from Marysville to Fort Kearney, a space of 160 miles, with ten miles of other track, is now rapidly approaching completion. To facilitate them in carrying on this work the directors have issued First Mortgage Land-Grant Bonds on this Western Section, running for thirty years, and bearing interest at eight per cent. in gold, free of tax.

The financial agents of the road are Messrs. TANNER & Co., the well-known bankers of Wall Street, who have just had such great success in placing the bonds of the Eastern Division. These were originally offered at 97½, the same price that the new ones are held at; and under careful management rapidly went up, until they now stand at 102 and accrued interest, amounting to 106. The Western Section is rapidly building, and the fertile soil and healthy climate will attract there an early tide of immigration.

The security of the bonds is perfect. In the first place, the mortgage not only extends over the road, but over twenty miles of land on each side of the track, amounting to 1,500,000 acres, granted to the Company by the United States Government for the express purpose of aiding the enterprise; in the second place, the amount which can be mortgaged is limited to half of the value; and, in the third place, the funds are retained and the trusteeship for the bondholders undertaken by the Farmer's Loan and Trust Company of New York. All the conceivable requirements of good bonds are united in these; good security, high interest, and convenience of payment. Bondholders residing abroad will be paid either in London or Frankfort-on-the-Main, and in the United States at New York.

The total issue of this loan is \$5,500,000, and since the 1st of August, the sales have amounted to about one-fourth of the whole. These bonds are secured, in addition to the railroad property and franchises, by a land grant of 1,500,000 acres of the finest agricultural land in the State. The sales of land by the Union Pacific Railroad Company, published a few days ago, average \$4.35 per acre. The lands on the Denver road are of much superior quality, but even at \$4.35 per acre the 1,500,000 acres will realize about \$1,000,000 more than the whole issue of bonds.

Persons desirous of investing in a first class security, bearing a high rate of interest, are referred to the circular on the first page of this paper, and also to maps and documents which may be had on application to TANNER & Co., No. 11 Wall Street, New York City.

The Loudoun (Va.) Enterprise of the 1st instant says that work on the whole line of the Alexandria and Fredericksburg railroad is proceeding with vigor. The road bed will be ready for the reception of the rails next month, when tracklaying will be commenced and rapidly prosecuted to completion. The erection of all the bridges on the line is under way, and is progressing at the same pace with the other portions of the road.

The Ohio Falls Car Works delivered cars and coaches to the value of \$195,458 10 during the month of July, which is certainly the largest month's work ever delivered in the United States, and probably the largest in the world.

BANKING AND FINANCIAL.

HARVEY FISK.

A. S. HATCH.

**OFFICE OF FISK & HATCH.
BANKERS AND DEALERS IN GOVERNMENT SECURITIES.**

No. 5 NASSAU-ST., NEW YORK, Aug. 14, 1871.

The successful negotiation of the new Government Five per Cent. Loan, and the calling in of \$50,000,000 of Five-twentieths, to be paid in gold, shows that hereafter from five to four per cent. will be the highest rate of interest paid on the bonds of the United States. Hence, investors who desire a larger income, with equal security, are withdrawing a part of their funds from Government bonds, and are seeking to place their money where it will be equally safe and more remunerative. Railroad bonds of the highest class are believed to offer the greatest advantages, and among the best of these are the **FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD**, which promises to be one of the most remunerative, popular and useful of the great through routes connecting the Mississippi Valley with the seaboard. The Company has no floating debt, and it is under the management of men of well-known experience, character, ability and wealth. It is already in operation for 227 miles. In 40 days 95 miles more will be opened, making 322 miles completed; and as about 5,000 men are constantly at work upon it, the remaining 105 miles, which will finish the road, are expected to be opened next Summer. The Road has low grades and light curves, which secure an economy of transportation expenses. It is considerably shorter than the great competing lines, passes through a rich agricultural and mineral district, the deposits of iron and coal being inexhaustible. The bonds are an absolute thirty years security, and, if obtained in exchange for Five-twentieths, the investor adds nearly twenty per cent. to his capital, besides retaining six per cent. gold interest.

Price, 92 and accrued interest from May 1. The Bonds are in denominations of \$1,000, \$500, and \$100.

FISK & HATCH.

The Cincinnati and Baltimore Railroad will be completed and put in operation by January 1, 1872. It is simply a Western continuation of the Marietta and Cincinnati Railroad. Its termini are the Buckeye race track and the Plum-street depot, in Cincinnati. It is seven miles long, being one mile shorter than the present route into Cincinnati.

A change of the gauge of the Louisville and Cincinnati Short Line Railroad from five to four feet eight and a-half inches commenced at daylight on the 13th inst., and was successfully completed at seven in the evening. Regular trains are now running.

The officers of the Geneva and Ithaca Railroad Company are: C. M. Titus, of Ithaca, President; R. M. Steede, of Romulus, Vice-President; A. S. Chew, of Geneva, Treasurer; Col. J. W. Paine, of Geneva, Secretary.

The new railroad from Lowville to Carthage, (N. Y.) is now nearly completed and is in running order to within two or three miles of Carthage. The extension to Watertown will be ready by the first of September.

JOURNAL OF RAILROAD LAW.

RAILROAD COMPANIES—CANNOT EXPEL PASSENGER BETWEEN REGULAR STATIONS.

The facts in the late case of The Chicago and Northwestern Railroad Company *vs.* Peacock (48 Ill., 258), are fully and clearly stated in the following opinion by

WALKER, J.—The first question presented on this record is, whether an action of trespass will lie against a railroad company, where the conductor forcibly ejects a passenger, between stations on the road, because he refused to pay his fare. It is urged that case is the proper remedy, and that trespass will not lie. In the case of The St. Louis, Alton and Chicago Railroad Company *vs.* Dalby, 19 Ill., 353, it was, after full argument, and upon mature deliberation, determined that the action of trespass would lie against such a company, for forcible injuries inflicted by their employees, while in the discharge of their duties in operating their road, upon a passenger. And after reading appellants' argument in this case, we see no reason for dissatisfaction with the conclusion there announced, nor do we feel the least inclination to modify, or abridge it in its operation. We believe the rule to be sound, and strictly in analogy to the principles of the common law, which is the base of our system of jurisprudence.

It is also urged that this case is clearly distinguishable from that, inasmuch as the plaintiff in that case was at no time in the wrong, while in this case, appellee placed himself in the wrong by refusing to pay his fare, when called for by the conductor. We are not able to perceive that this creates or forms any well defined distinction in fact, and none in principle. The facts slightly differ, but so slightly as to form no well grounded distinction. In that case, the conductor wrongfully used force to eject a passenger from the train, after he had paid his fare, and because he refused to pay an extra charge for failing to procure a ticket, which he had applied for, but could not obtain of the agent, and after the assault and ill usage, he paid the extra charge, and was permitted to remain on the train.

The thirty-fourth section of the general law regulating our railroads, declares that "if any passenger shall refuse to pay his fare or toll, it shall be lawful for the conductor of the train, and the servants of the corporation, to put him out of the cars at any usual stopping place the conductor may select." And this provision has been held to apply to all railroads in the State. This, then, renders it lawful to put a passenger from the cars at any usual stopping place, when he refuses to pay his fare, and, by implication, makes it unlawful to put such a passenger off at any other place. Then, when the conductor expelled appellee, between stations on the road, he did an unlawful act. And, in this, the two cases are alike. Trespass was maintained in Dally's case, because he had done no act, or failed to perform any, which authorized the conductor to put him from the train at that or any other place; while, in this case, appellee had done no act which authorized the conductor to eject him from the cars at the place where it was done. He failed to pay his fare when it was demanded, which authorized the conductor to require him to leave the train at a regular stopping place, and, at such a place, he would have been required to request him to

leave the cars, and, in case he refused, to then employ such force, and only such, as would be necessary, to remove him from the cars.

In Dally's case, the road was held liable because the conductor used force where the law did not warrant it. In this case force was employed where the law prohibited it, and hence the two cases are alike. In this case, it is true, appellee refused to pay his fare, but the law had said that, for that, the conductor should not remove him from the train, except at a regular station. The law, so far from sanctioning the force used in this case, had, on the contrary, forbidden it. By the use of force in this case, in ejecting appellee between usual places for stopping on the road, it was a trespass of its servants, precisely as in Dally's case. Had the conductor stopped his train and ordered appellee to get off, and he to avoid altercation, had obeyed, then, as no force would have been employed in wrongfully putting him from the train, the case would no doubt have been the proper remedy. It will be observed, that the Court in Dally's case, in stating the case, and not trespass, would lie, only refers to doing a lawful act in a careless and negligent manner, and not to the performance of an act which the law has prohibited, as in this case, with force and violence. What is there said, would apply to putting a passenger, who refuses to pay his fare, from the cars at a regular station. Because appellee had failed to perform a legal and moral duty, it did not authorize the conductor to take the law in his own hands, and, in violation of the statute, forcibly expel him at a place prohibited by the law.

It is next urged that the conductor was warranted in what he did, because appellee said to the conductor, that if he would stop the train he would get off, as he had passed the station where he had intended to leave the train, and when it was stopped he refused to leave. While such conduct is highly improper, and it is well calculated to try the patience of any conductor, and which no doubt subject appellee to damage for the wrong, and may be a mitigating circumstance in the case, we cannot hold that it was a justification of the acts of the conductor. The law had prohibited him from forcibly expelling appellee at that place, and the offer to get off there, which was retracted, did not amount to a license to use the force and violence employed in ejecting him.

It is insisted that the damages found by the jury are excessive, and so much so, as to require a reversal of the judgment. A careful examination of the evidence in the case, shows that appellee did not receive any serious and lasting injuries; his face was scratched and the skin was abraded slightly, on one or two places on his limbs. He, however, says he was kicked and hurt. Even conceding this to be true, he seems, the next day, which was Saturday, and the next Monday to have been about attending to his business. It does not appear that he was confined to his room even, much less being confined to his bed, from the injuries; he does not appear to have lost any time or suffered pecuniarily from those injuries; he does not seem to have been compelled to seek medical advice nor to have incurred any expense from his injuries. And when it is remembered that he committed the first wrong by refusing to pay his fare and having proposed to

get off if the conductor would stop the train, and then refused when the train was stopped, we think a thousand dollars damages as excessive and grossly excessive. That sum was held to be so in The Chicago, Burlington and Quincy Railroad *vs.* Parks, 18 Ill., 460, and The Terre Haute, Alton and St. Louis R. R. *vs.* Vanatta, 21 Ill., 188, and the judgment of the Court below, in each of those cases, was reversed for that reason. It is true, that in this case there was more violence employed than in either of those, but it seems to bear no proportion to the verdict of the jury.

It may be urged, that the life of appellee was endangered, but it appears that if it was, it resulted from his efforts to again get upon the car after he had been expelled, and the train had started. He seems to have been ejected some three or four miles, only, from a station, and in the immediate vicinity of a house and in a settled neighborhood. And although in the night and when the weather was cold, still he does not have seemed to have suffered pain, injury to his health, or any great inconvenience. That he suffered in dignity, and some personal injury, there is no doubt, but when we see that he did the first wrongful act and when we consider the extent of the injuries inflicted upon him we are constrained to say that we regard the verdict as excessive, and while railroads, like individuals, must be held to the performance of every duty, they at the same time like individuals are entitled to the protection of the law, and in case where they are parties we will look at the circumstances in determining whether damages are excessive which juries have found against them. Had this been a verdict against an individual under the same circumstances it would have appeared palpably excessive.

The Court below erred in refusing to grant a new trial, and the judgment of the Court below must be reversed and the cause remanded for a new trial.

Judgment reversed.

From the Atlanta New Era.

NARROW GAUGE RAILROADS.

Narrow gauge railroads are now the subject of discussion in railroad circles, and by railroad managers and incorporators throughout the whole country. It has suddenly been discovered that a narrow gauge railroad would do all the business required of a broad gauge; and, at the same time, cost only half as much to construct, equip, and operate it.

As a narrow gauge railroad has for several years been in highly successful operation in Wales, this recent *discovery* is a tangible fact, and the construction of a narrow gauge road in this country would not be, and is not, an experiment.

But what is a narrow gauge railroad?

The gauge now most in use North is four feet eight and a half inches, while in the South five feet is the usual width. All the narrow gauge roads I know of being in course of construction, are being built with three feet gauge, and those contemplated in Georgia and other Southern States are for three feet gauge, while the great Southern Pacific Company have about agreed to adopt a narrow gauge, but it is three feet and a half.

This State's endorsement of bonds is contingent upon the road asking such indorsement building a *first class* road, as to materials and workmanship.

A great draw back to incorporators of contemplated roads in Georgia, to which "State aid" has been guaranteed by the Legislature, is, "Will a

narrow gauge track be considered 'first class, and, if so, how narrow?'

Certainly, the Southern Pacific will be a first class railroad, and will not the 3½ feet gauge, to be adopted by that road, be regarded as narrow as first class could be considered?

I hope it will not!

I think railroad projectors in Georgia, in building roads 3 feet wide, will commit proportionately, as great a mistake as did those who built 5 feet gauge roads; and, before five years, will see their error and heartily wish they had built them more narrow.

The successful road in Wales is two feet in gauge, and they wish it was but eighteen inches.

A road with three feet gauge can be built, equipped and operated for sixty per cent. of the amount five feet gauge requires, while a two feet gauge can be built, equipped, and operated for forty per cent. of the amount a five feet gauge requires, and do all the work required of any road in the South.

The locomotives would weigh four to eight tons instead of twenty to forty tons.

The cars would weigh two or three tons instead of ten to thirty tons.

The iron would weigh twenty-five pounds to the yard instead of sixty pounds, and in this proportion the entire two feet gauge road.

Instead of a passenger train weighing, without passengers, seventy tons (and mighty costly tons) dragging its weary way over the broad gauge, grinding and tearing the track to pieces, averaging forty passengers, the two feet gauge train, weighing twenty-five tons, would glide rapidly and safely along with its fifty passengers, all comfortable, cozy, and good natured.

Instead of a freight train, the engine and sixteen cars weighing two hundred tons, (very expensive tons) and carrying sixty to seventy-five tons of mixed freight, the two feet gauge freight train of the same number of cars, weighing sixty tons, would walk over the track with the same quantity of freight.

The experience of the Wales two feet gauge railroad managers is, that cars are much less liable to run off the track than on broad gauge roads, and the speed at which trains may be safely run is only to be governed by the capacity of the locomotive. Now, as there are doubts whether a quite narrow track, say two feet, would be deemed first class, the question ought to be settled. It is not the business a road does that makes its road bed and track first class; neither is it its width or immense dead weight of motive power and rolling stock. If it can be satisfactorily demonstrated that a two feet gauge road can do the business of a five feet gauge road in Georgia—let it be regarded as first class, provided it is well built of good material. Let us have no wide three feet roads; let us have narrow, two feet roads, and Georgia will soon be a gridiron, and the richest and most prosperous State in the Union.

A. L. HARRIS.

Virginia Valley Railroad.

A correspondent of the Richmond (Va.) *Dispatch*, writing from Staunton on the 10th inst., has the following:

The agents of the Valley railroad have called upon the city to pay up 30 per cent. of the \$150,000 voted by the people to the said road, and as soon as the necessary papers are prepared the bonds will be issued and the road put under contract. There are two lines surveyed from this place to Harrisonburg, and President Garrett has offered to locate the road on the line that subscribes most liberally to its construction. The upper line, called the Bridgewater route, will most probably get the road, as such men as Major J. Marshall McCue and others are active in soliciting subscriptions, and have a considerable amount already subscribed.

The contract to build the Cayuga Lake Shore Railroad has been let to Colton Smith, of Massachusetts.

The Harrisburg Car Manufacturing Company.

From an article in a late number of the *American Railway Times*, we condense an interesting description of one of the latest manufacturing establishments in Harrisburg:

A co-partnership of several capitalists was formed in the fall of 1853, to erect the Harrisburg Car works, with a paid up capital of \$25,000. A tract of ground containing 2½ acres, bounded on one side by the Pennsylvania Central railroad, and on another side by the Pennsylvania canal, was purchased, and the erection of the necessary buildings commenced. These were completed in March, 1854, and the company immediately went into operation. During the first year they employed an average of 50 hands. The receipts for manufacturers during the first year amounted to \$100,000, while the expenditures were only \$93,000, leaving \$5,000 net profit on the investment.

Although working with a limited capital and proportionate facilities, yet under the energetic and skillful management of the superintendent, Mr. W. T. Hildner, their reputation as car builders had increased to such an extent, that with the increased demand for cars, the company were obliged in 1863 to reorganize as a stock company, increasing their capital to \$75,000. Three and one-half acres of ground were purchased, and additional buildings erected, and the works run to their fullest capacity; and in 1871 we find their capital increased to \$300,000, with facilities second to none, turning out eight eight wheeled cars complete each day.

In 1867 the company commenced the making of machinists' tools, such as lathes, planing machines, drills, &c., and so great was the success in this department that in 1869 the company found it necessary to increase the capacity of this branch. To erect the necessary buildings they purchased twenty acres of ground on Allison's hill, about three-quarters of a mile from the car works property, and thereon erected the large and substantial building known as the Harrisburg Foundry and Machine works, a branch of the company, at a cost of \$150,000. These works went into operation on the 1st of November, 1870.

Dating the month of March, 1871, the company were obliged to erect a large boiler shop, adjoining the foundry and machine works, for making boilers for oil tank cars, steam purposes, &c. The foundation was commenced March 1st, the building finished on the 15th, and operations commenced on the 20th of the same month.

In 1868 the company purchased the large steam saw and planing mill, together with four acres of ground, below Mulberry street, about one mile distant from the main works, as a valuable auxiliary to the car building department. Last year this department turned out over 5,000,000 feet of lumber, the receipts amounting to over \$125,000.

The car works now occupy six acres of ground, and the company employ 440 men in the different shops, the product being about \$2,000,000 yearly. The foundry and machine works occupy four acres and employ 85 hands, with a capacity of some \$125,000 per annum. The saw mill has 37 hands employed, turning out some 5,000,000 feet per annum, while the boiler shop has fifty hands, capable of turning out eight oil tanks per week, or a product of \$125,000 per year.

WILLIAM CALDER, Esq., is president of the company, and W. T. HILDNER, Esq., is treasurer and general superintendent of the works.

It will be observed that this company, with its latest and most improved machinery, and with the facilities of conducting the building of cars in all its branches, having one of the best locations in the country, and with every facility for cheap and convenient transportation, besides being at the very headquarters for iron, coal and lumber—the three heaviest items in their business being cheaper than at any other point in the country—they must necessarily possess unrivaled advantages for manufacturing cars with the greatest economy and dispatch.

THE NEW YORK (VIADUCT)

RAILWAY COMPANY.

PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the

31st day of August, 1871.

UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

**Duncan, Sherman & Co.,
No. 11 Nassau Street,**

and also at the

**Bank of the Metropolis,
No. 31 Union Square.**

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, NEW YORK, July 24th, 1871.

Alex'r T. Stewart, John Jacob Astor, Levi P. Morton, Commissioners on behalf of the Company.

Marquette and Ontonagon Railroad.

At a meeting of the stockholders of the Marquette and Ontonagon and the Bay de Noquet and Marquette Railroad companies, held on the 29th of July, the agreement for the consolidation previously made by the directors of the two companies was unanimously ratified. The name of the new corporation is the Marquette and Ontonagon Railroad Co., and it is now possessed of all the former property of the two companies. Its directors were named in the articles of consolidation as follows:

Joseph S. Fay, Francis C. Foster, Edmund W. Clap, Joseph Iasigi, Joseph S. Greenough, Boston; T. P. Goddard, Providence, R. I.; Edwin Parsons, New York; Peter White and S. P. Ely, Marquette.

At a subsequent meeting of the directors the following officers were chosen:

Joseph S. Fay, President.

S. P. Ely, Vice President.

Joseph F. Greenough, Sec. and Treasurer.

D. H. Merritt, Superintendent.

The company has forty miles of track, with rolling stock sufficient to move a million tons of freight in a single year, the present time card providing for forty-six regular and eighteen extra trains, daily. The track and rolling stock is in the best possible condition, and the general management equal to that of any of the more pretentious lines, east or west. Since the appointment of M. Merritt as superintendent, many needed improvements have been made, and the road is now run at a less cost and to better advantage than ever before. We of the iron district certainly have reason to be proud of our railway, without which Marquette would be a wilderness, and our iron interest of far less importance.—*Marquette Mining Journal.*

The European and North American railroad, between St. John and Bangor, is rapidly approaching completion. There are nine miles of track yet to be laid, the rails and sleepers for which are on the ground.

Railroads of the State of Connecticut.

A tabular statement of Stocks, Bonds, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year 1869-'70.

Compiled from the Annual Reports of Companies to the General Railroad Commissioners.

Stock.	Capital Account.	Stock.	Bonds.	Debt.	Length of Track.—					Cost of Roads Road			Gross Earnings.—			Expenses	Total, and Rents.	Earnings.	Dividends.	Net
					Total.	Main.	Branch.	Other.	Passenger.	Freight.	Other.	\$	\$	\$	\$	\$	Am't.	Rate.	P. C.	
Boston, Hartford and Erie.	8,251	(Stocks, bonds &c., not reported.)	194,752	984,008	50,00	16,17	...	163,00	201,740	264,823	4,169	470,732	359,784	110,948	...	...	...	...	...
Connecticut Valley	1,419,305	81,500	1,600,806	...	...	...	...	...	984,002	...	...	(Under construction—length 44 miles.)	...	...	...	...	...	...	...
Connecticut Western	300,000	300,000	700,000	23,80	4,00	4,00	668,862	27,80	1,039,393	...	...	(Under construction—67.5 miles with branch 1.7 miles.)	...	...	...	...	...	...	...
Danbury and Norwalk	400,000	754,000	5,664,000	62,00	13,00	72,87	4,070,849	75,00	999,752	848,717	848,717	1,929,220	1,283,606	645,614	82,163	40,000	16	636,744	12	
Hartford, Providence and Fishkill	2,087,939	2,255,500	112,934	4,293,439	122,36	0.81	16,92	4,719,571	128,17	476,029	374,165	39,563	888,757	767,363	121,394	...	...	...	...
Housatonic	2,000,000	341,000	60,000	2,034,900	74,00	...	...	2,106,568	124,00	2,041,462	61,50	208,304	454,611	89,182	752,097	605,071	147,026	118,000	8*
Naugatuck	1,864,400	120,500	245,350	8,34	4,00	4,00	2,041,462	61,50	211,512	386,177	18,873	615,662	418,997	196,665	277,386	16	...	...	...
New Canaan	163,905	75,756	6,689	351,000	10,33	...	0.29	245,982	8,34	9,855	474	16,598	32,638	Loss.	...	...	...	...	...
New Haven and Derby	426,000	525,000	...	...	...	...	...	...	1,048,128	10,33	(Under construction—no returns.)	...	...	...	...	...	...	...	...
New Haven, Middletown and Wilimantic	500,000	3,600,000	1,068,919	5,168,919	22,00	0.50	4,229,206	22,00	(Under construction from Middletown to Willimantic.)	...	...	...	...	...	...	...	...	...	...
New Haven and Northampton	1,800,000	1,400,000	186,204	3,386,204	99,10	15,13	...	2,897,092	114,23	126,056	226,519	21,255	372,830	335,614	37,216	...	...	...	...
New London Northern	1,003,500	651,500	72,600	1,726,600	100,00	...	...	1,550,331	100,00	205,520	240,042	24,133	469,695	396,714	72,981	68,680	8	...	...
New York, Housatonic and Northern	221,700	141,500	33,000	396,200	5,00	...	73,50	7,043,480	62,25	1,740,688	480,479	127,971	2,299,138	1,584,394	714,744	675,000	10	...	...
New York, and New Haven	6,750,000	1,061,600	484,693	8,296,193	62,25	...	...	394,488	5,00	3,851	2,994	6,845	10,491	Loss.	...	...	...	...	...
New York, Providence and Boston	1,887,348	1,025,000	14,884	2,912,348	62,00	...	5,00	5,658,000	62,00	376,753	269,190	16,710	662,653	489,912	172,741	141,798	9½	...	...
Norwich and Worcester	2,364,400	776,000	114,000	3,165,284	59,40	7,00	12,00	2,613,694	66,40	208,563	369,563	36,094	614,200	465,645	148,555	144,688	10	...	...
Ridgefield and New York	114,000	...	...	114,000	...	...	...	90,222	...	(Under construction.)	...	...	...	...	...	...	...	...	...
Rockville	97,750	39,400	...	137,150	4,80	0.75	171,858	...	160,770	...	...	(Oper. by Hartford, Prov. & Fish.)	9,000	...	...	...	...	...	4*
Shepaug	160,770	200,000	1,194,300	50,00	...	2,50	765,435	50,00	994,300	1,194,300	1,194,300	2,50	232,679	56,544	27,009	316,232	222,103	8	78,271	
Shore Line	115,538	16,000	(No returns published.)	132,583	4,40	0.19	130,733	...	115,546	135,546	135,546	...	(Operated by Hartford, Providence and Fishkill Company.)	...	...	...	...	...	...
South Manchester	115,538	20,000	115,546	8,75	...	...	...	...	...	...	...	(Operated by Naugatuck Company.)	...	...	...	...	...	...
Watertown and Waterbury	115,538	16,000	115,546	20,000	...	...	...	...	...	...	...	(Operated by Hartford and New Haven Company since Dec. 12, 1870.)	...	...	...	...	...	...

Dividends marked with the asterick (*) were paid on preferred stocks only.

Blue Ridge Railroad.

Some weeks ago it was announced in these columns that arrangements were then progressing for an effective programme looking to the early completion of this great enterprise, so long cherished by the people of this State. The consummation of these arrangements are now made public. The State stock in the Blue Ridge Railroad has been purchased by an association of gentlemen, embracing leading citizens and influential capitalists of this State, together with persons of ample means and influence in New York. This stock has been transferred upon the condition that the State shall be protected from loss upon the \$4,000,000 guaranteed bonds, and that the road shall be completed within five years from the date of transfer. The sum agreed to be paid for the stock is merely nominal it is true, but the new company amply reimburses the State by affording protection from any loss upon the State guarantee, and by rapid completion of the enterprise. Besides, it is agreed that the State shall receive \$10,000 per annum for five years after the completion of the road, as a further payment for the stock now transferred.

The plan for the completion of the road is to change the gauge to three feet, and surveys will be commenced without delay to make the contemplated alteration. It is believed that the narrow gauge, as it is termed, will answer every purpose for the most extensive business and traffic ever claimed for this road. The subject has been thoroughly matured, and all the sources of information exhaustively explored with a view to the proposed change. The facilities for meeting the demands of trade and commerce are confidently expected to prove adequate under the narrow gauge system, while the lessened expenses of construction and the low cost of operating the road when completed, afford the strongest inducements for a trial of this system which is attracting so much attention throughout the civilized world. In proof of the assertion that this plan has been carefully considered, we will state that Col. James P. Low, Chief Engineer of the Blue Ridge Railroad, has in press an elaborate report on the subject of narrow gauge railways, in which the system is thoroughly discussed and its merits and demerits explained. The adaptation of the three feet gauge to the wants of commerce in this State is reduced to an absolute certainty by facts and figures. The report will likewise contain valuable information and interesting statistics concerning the Blue Ridge Railroad, and we shall look for its publication with anxiety.—*Anderson Intelligencer.*

A correspondent of the *Baltimore Sun*, writing from Washington says: "The Washington and Richmond railroad is being pressed forward with vigor. Everywhere in this neighborhood cuttings, embankments, culverts and bridges are all under full complements of hands. Some preliminary movements looking to a legal trial of the right of that company to take possession of the Alexandria and Washington turnpike for the bed of their road have been made, but no legal action is yet taken."

We learn that a sufficient quantity of iron to complete the Port Huron and Lake Michigan railroad from Lapeer to Flint has been received at Port Huron, and that there is no doubt of the completion of that section of the road before the 1st of October. Ample funds to pay for the iron between Flint and Owasso have been procured, and that section of the road will be immediately put under contract. The earnings of the road on the section completed—from Port Huron to Lapeer—from passengers and freight for the month of July, reached \$17,871.42.

1 The Baltimore and Potomac Railroad Company has awarded the contract for arching the tunnel by which the road runs under the city of Baltimore from Cathedral to Arch street, to Mr. Henry E. Loane, of that city. The length of the tunnel is nearly a mile and a half, all of which is first excavated, to be filled in when the arch is erected, except about one hundred feet. This is said to be one of the largest contracts for brick-work ever awarded in Baltimore, involving as it will the use of more than fifteen millions of brick.

1 The Worcester (Md.) railroad has given a standing order for sixty tons of iron per week till the road is completed. It is expected that the work of laying the track will progress as far as Newark by the middle of September, and that by the 15th or 20th of October the road will be at Snow Hill.

1 A despatch from St. Pauls, Minn., says the North Pacific railroad from Duluth westward to Crow Wing, on the Mississippi river, a distance of 125 miles, has been accepted from the contractors.

FORTIETH DIVIDEND

**WASHINGTON INSURANCE CO.,
No. 172 BROADWAY,**

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing Improved Course of Study, and full particulars, apply to Prof. CHARLES DROWNE, Director.

ENVELOPES.

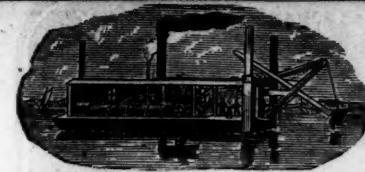
**SAMUEL RAYNOR & CO.,
115 & 117 William street,
New York.**

Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

**HEYERDAHL, SCHÖNBERG & CO.,
31 Pine Street,
NEW YORK.**

IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.

SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam-Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

DIVIDEND OF FIVE PER CENT. IN CURRENTY, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 84 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on approaches to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted. Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred (\$500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, or from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3 1/2 o'clock.

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

**Billmeyer & Smalls,
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.

1,000 tons LLYNVI VALE.

1,000 " BAILEY BROS.

50 LBS. ERIC PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49ft 18 William street

NEW YORK

State Railroad Bonds.

A First-Class Home Investment.

**FIRST MORTGAGE
GOLD BONDS**
OF THE
**RONDOUT AND OSWEGO
RAILROAD.**

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds \$9 in currency.

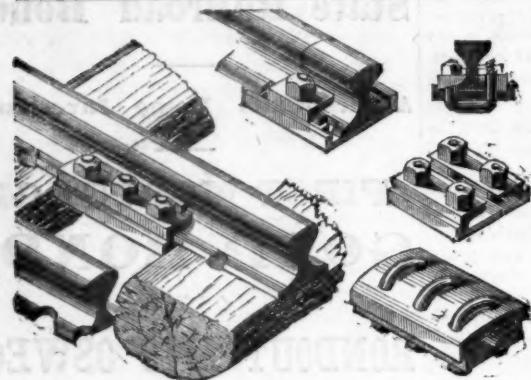
Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,
9 Wall Street, New York City,
Financial Agents of the R. & O. Company.



Contract for **BUILDING** and **OPERATING** at any point required.

MACHINERY and **APPLIANCES** for **RIVER**, **HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,

of best **AMERICAN**, **ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS**, **YARD** or **EUROPEAN** Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.

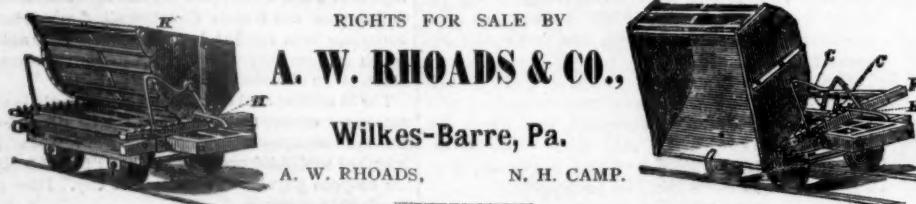


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and
China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST
OF MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Aug. 30, steamer OCEAN QUEEN, Capt. A. G. Jones, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. —, touching at Punta Arenas, Acapulca and San Jose de Guatemala, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Aug. 28.

Steamer JAPAN will leave San Francisco, Sept. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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AND
SCOTCH
FIRE BRICK

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AT NEW YORK, BOSTON AND
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